Technical Memorandum

To: Michael J. Dzurko – Manager, Highway Occupancy Permit Program

From: Joseph Platt – Traffic Planning and Design, Inc.

Date: June 2024

Re: **Warehouse Trip Generation Work Order**
Characteristics of Warehouse Land Uses in Pennsylvania

Executive Summary

The purpose of this work order was to examine the trip generation characteristics of recently approved and constructed warehouses in an effort to establish best practice guidance for estimating trip generation for highway occupancy permitting purposes at speculative warehouse facilities.

The sample and database acquired from this work order did not clearly demonstrate that ITE warehouse trip estimation data is inappropriate to use in the region. However, the study did show discrepancies can arise from using ITE data for smaller facilities. ITE warehouse data appears to estimate vehicle trips for larger warehouse facilities sufficiently; however, care should be taken to supplement ITE warehouse data with additional information about the characteristics of the potential warehouse end user to avoid under-estimation of vehicle trips, particularly for smaller facilities.

Based on the findings from this work order, the following best practices guidance was developed for Districts to consider when permitting speculative warehouse facilities:

- Understand the use in the land use: The amount of traffic associated with a warehouse facility can vary greatly depending on the function and logistics designation. As part of the scoping meeting, applicants should document the characteristics of the warehouse use.
    - Cross docks may signify major distribution centers or large fulfillment centers.
    - Building height greater than 40 feet may signify cold storage facilities.
    - Large parking fields may signify larger employee count for the facility indicative of fulfillment centers.
    - Parking fields that accommodate various vehicle types may signify a last-mile fulfillment center.
    - Facilities with very high truck parking ratios to dock positions may signify a parcel hub.
- Utilize data subsets in ITE TripGen web app: The ITE digital trip generation database can be filtered to provide a better estimation of trips for smaller facilities. If employed, consider the use of ITE Land Use Code 150 warehouse trip data filtered by size (under 500 KSF) and region (Northeast & Mid-Atlantic) for smaller facilities.
- Apply condition statements to limit potential end users: If the characteristics are not satisfactorily provided or the development is considered speculative with no end user identified, consider applying condition statements to the highway occupancy permit that

provide the Department the ability to re-evaluate traffic impacts once an end user is identified.

- Specify Land Use Code 150 permits are not inclusive: Understanding trip characteristics vary based on the function and logistics of a warehouse facility, consider clearly specifying that highway occupancy permits classified under Land Use 150 are not inclusive of other warehouse-type facility, including but not limited to cold storage, last-mile fulfillment centers, and parcel hubs. If tenancy changes occur in the future, applicants should be required to supplement the existing permit with additional information so the Department can determine if additional traffic mitigations are warranted.
- A step-by-step procedure is provided below for the Department to consider in determining how best to estimate trip generation for future speculative warehouse facilities until such time that a new version of ITE's Trip Generation Manual is published.

Introduction

This memorandum presents the results of examining trip generation at 15 recently approved and constructed warehouse facilities throughout Districts 4-0, 5-0, 6-0, 8-0. Study efforts focused on collecting trip generation characteristics at each site. Trip data is furnished for the sites for the average weekday daily and peak hour periods, with trip rates developed based on gross floor area. Observed local trip rates are compared with rates identified in the most recent version of the Institute of Transportation Engineer's *Trip Generation Manual*, 11th Edition. Finally, recommendations are made on warehouse trip generation methodologies for future highway occupancy permit applications for the Department's consideration.

Speculative construction buildings are spaces that are developed and built without a prelease or end user in place. Investors and developers evaluate market demand, in this case warehouse space, and anticipate they will find a tenant before the building is finished. Particularly since the COVID pandemic, industrial space demand has been high in core markets that include Pennsylvania, and have caused and increase in speculative industrial constriction. This has caused an increase in highway occupancy permit applications for warehouse buildings without a known end user. The purpose of this work order was to examine the trip generation characteristics of warehouse facilities that were permitted as general warehousing without the end user known at the time of permitting, and develop strategies for the Districts on how to best handles these situations.

Without additional end user information, several Districts are requiring the use of more intensive warehouse trip generators contained in the ITE manual, such as ITE Land Use Code 156: High-Cube Parcel Hub Warehouse, or condition statements to limit the potential use to avoid under-estimation of vehicle trips. Alternatively, filtered ITE warehouse data by size and region could be considered, particularly for smaller facilities.

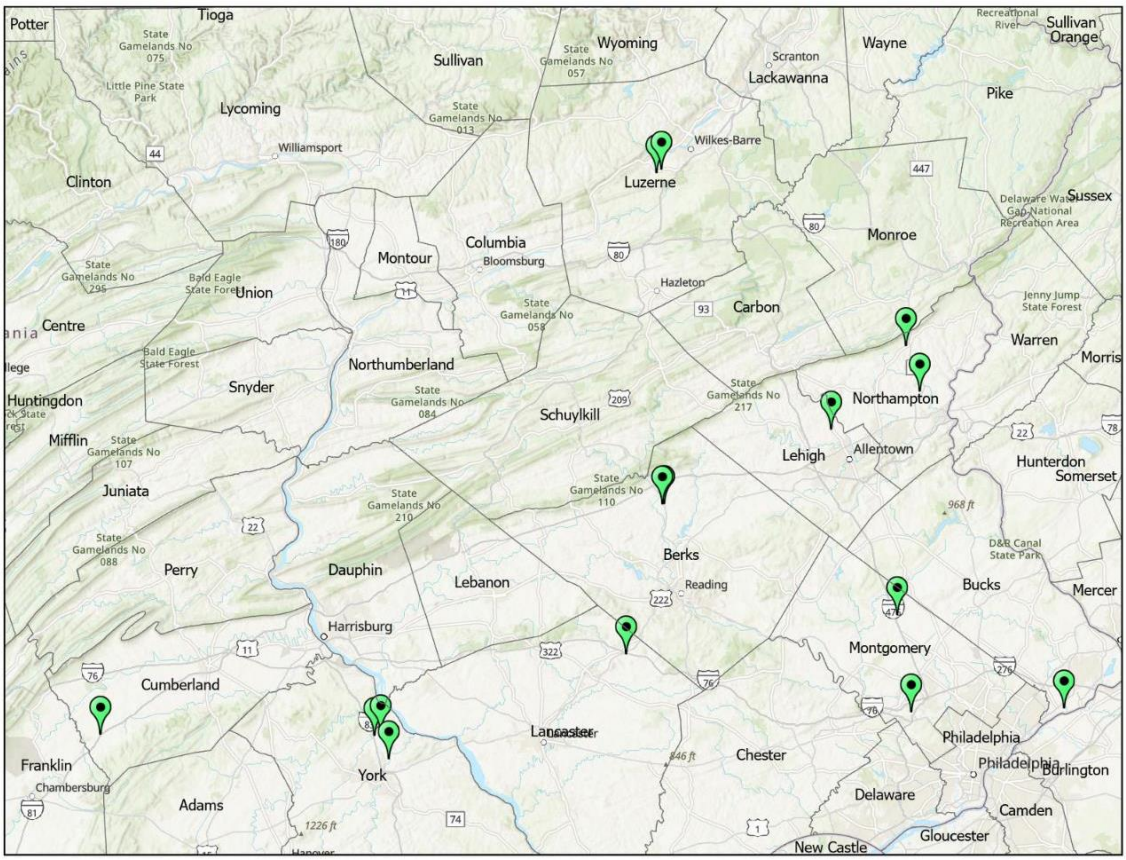
Site Selection

The scope of work included a data collection program at recently approved and constructed warehouse facilities. A screening process methodology was developed to identify such locations. The first step involved an initial filter screening of PennDOT's ePermitting System (EPS). A database search of EPS was conducted for closed permits since 2016, filtered by 'Industrial/Agricultural' permit use and 'Warehousing' permit sub use. The initial screening resulted in 75 potential locations. The initial screening was then geo-located using PennDOT OneMap data and filtered to remove non-applicable sites. The resultant list yielded 30 possible sites.

A secondary screening reviewed the approved traffic studies for the potential site locations, focusing on sites approved as ITE Land Use Code 150: Warehousing. Site layouts and access points were visually reviewed and scored as Good Candidates, Potential Candidates, and Not Ideal Candidates.

Potential count locations were then discussed with representatives of each District in February 2023, resulting in a final list of 15 candidate sites for study, as shown in the figure below.

FIGURE 1 –TRIP GENERATION DATA FOR DAILY VEHICLE TRIPS



The selected study sites ranged from 75,000 square feet of floor area to over 2,800,000 square feet of floor area.

Data Collection

Traffic counts were obtained for each candidate site using Miovision Scout™ Video Collection Units to get 24-hour video logs. The video logs collected three-day directional traffic flow data and vehicle classification. The traffic count program commenced in March 2023. For this study, the video logs for one continuous 24-hour weekday time period were processed in 15-minute intervals. Vehicle classification data was broken into three categories: Lights (FHWA Class 1-3), Mediums (FHWA Class 4-7), and Articulated Trucks (FHWA Class (8-13)).

Data Collection Results

The database on 15 counted sites consisted of four multiple-building sites, one cold storage, and two fulfillment centers. One observed site was not fully operational and excluded from the database yielding 14 overall sites for analysis.

Observed Data Comparison to ITE Data

Trip generation estimates can be highly subjective when dealing with warehouse facilities with no end user known at the time of the traffic study process. Districts in the past have generally been accepting the use of ITE Land Use Code 150 (Warehousing) or ITE Land Use Code 154 (High-Cube Transload and Short-Term Storage Warehouse) for these types of developments. As such, the observed data was compared to both ITE land use codes.

Observed Data Comparison to ITE Land Use Code 150

Table 1 summarizes the observed trip rates compared to the estimated ITE data from the more conservative trip prediction rates for ITE Land Use Code 150: Warehousing using the published ITE equation. Land Use Code 150 can be considered general warehousing which is reasonable to consider for speculative-type warehouse developments. The ITE description for Land Use Code 150 is as follows:

> *"A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas."*

ITE LUC 150 data underestimated trips at four observed sites. Sixty percent of the smaller sites had observed rates higher than the ITE data on a weekday basis. Forty percent of the smaller sites had observed rates higher than the ITE data during the commuter peak hours. One of the larger sites had observed rates higher than the ITE data on a weekday basis and during the commuter peak hours.

TABLE 1 – OBSERVED TRIP DATA FOR STUDIED SITES COMPARED TO ITE LAND USE CODE 150

Site	Weekday Daily			Commuter AM Peak Hour			Commuter PM Peak Hour		
	Observed Trips [1]	Trips per KSF		Observed Trips [1]	Trips per KSF		Observed Trips [1]	Trips per KSF	
		Observed	ITE LUC 150 [2]		Observed	ITE LUC 150 [2]		Observed	ITE LUC 150 [2]
Under 500,000 SF GFA									
1	1153	4.89	1.74	69	0.29	0.22	74	0.31	0.23
2	183	1.04	1.80	24	0.14	0.25	16	0.09	0.27
3	999	3.01	1.71	18	0.05	0.19	103	0.31	0.20
4	337	4.46	2.09	23	0.30	0.44	32	0.42	0.48
5	141	1.13	1.89	22	0.18	0.31	14	0.11	0.33
Low	*141*	*1.04*	*1.71*	*18*	*0.05*	*0.19*	*14*	*0.09*	*0.20*
High	*1153*	*4.89*	*2.09*	*69*	*0.30*	*0.44*	*103*	*0.42*	*0.48*
At Least 500,000 SF GFA									
6	1361	0.78	1.60	78	0.04	0.13	86	0.05	0.14
7	712	0.65	1.61	42	0.04	0.14	118	0.11	0.14
8	6307	2.25	1.59	266	0.09	0.13	494	0.18	0.13
9	1420	0.84	1.60	80	0.05	0.13	96	0.06	0.13
10	295	0.59	1.66	15	0.03	0.17	40	0.08	0.17
11	112	0.22	1.66	13	0.03	0.17	19	0.04	0.17
12	618	0.79	1.63	42	0.05	0.15	28	0.04	0.15
13	148	0.13	1.61	23	0.02	0.14	10	0.01	0.14
14	934	0.93	1.62	42	0.04	0.14	57	0.06	0.15
Low	*112*	*0.13*	*1.59*	*13*	*0.02*	*0.13*	*10*	*0.01*	*0.13*
High	*6307*	*2.25*	*1.66*	*266*	*0.09*	*0.17*	*494*	*0.18*	*0.17*

[1] Observed trips include lights (FHWA Class 1-3), mediums (FHWA Class 4-7), and articulated trucks (FHWA Class (8-13).

[2] Based on ITE Trip Generation Manual, 11th Edition.

Table 2 summarizes the observed truck trip rates compared to the estimated ITE data from the more conservative trip prediction rates for ITE Land Use Code 150: Warehousing using the published ITE equation. ITE LUC 150 data underestimated truck trips at two smaller observed sites. One smaller site had observed truck rates higher than the ITE data on a weekday basis, and during both commuter peak hours. Another smaller site had observed truck rates higher than the ITE data during the weekday morning commuter peak hour. None of the larger sites had observed truck rates higher than the ITE data.

TABLE 2 – OBSERVED TRUCK TRIP DATA FOR STUDIED SITES COMPARED TO ITE LAND USE CODE 150

Site	Weekday Daily			Commuter AM Peak Hour			Commuter PM Peak Hour		
	Observed Trips (T) [1]	Truck Trips per KSF		Observed Trips (T) [1]	Truck Trips per KSF		Observed Trips (T) [1]	Truck Trips per KSF	
		Observed	ITE LUC 150 [2]		Observed	ITE LUC 150 [2]		Observed	ITE LUC 150 [2]
Under 500,000 SF GFA									
1	31	0.13	0.57	0	0.00	0.02	0	0.00	0.03
2	50	0.28	0.58	5	0.03	0.02	3	0.02	0.03
3	50	0.15	0.56	1	0.00	0.02	0	0.00	0.03
4	109	1.44	0.64	4	0.05	0.03	9	0.12	0.03
5	33	0.26	0.60	1	0.01	0.02	6	0.05	0.03
Low	*31*	*0.13*	*0.56*	*0*	*0.00*	*0.02*	*0*	*0.00*	*0.03*
High	*109*	*1.44*	*0.64*	*5*	*0.05*	*0.03*	*9*	*0.12*	*0.03*
At Least 500,000 SF GFA									
6	207	0.12	0.54	3	0.00	0.02	17	0.01	0.03
7	67	0.06	0.55	5	0.00	0.02	2	0.00	0.03
8	1062	0.38	0.54	41	0.01	0.02	55	0.02	0.03
9	615	0.36	0.54	38	0.02	0.02	42	0.02	0.03
10	38	0.08	0.56	1	0.00	0.02	2	0.00	0.03
11	44	0.09	0.55	0	0.00	0.02	5	0.01	0.03
12	252	0.32	0.55	14	0.02	0.02	8	0.01	0.03
13	43	0.04	0.55	0	0.00	0.02	1	0.00	0.03
14	130	0.13	0.55	8	0.01	0.02	8	0.01	0.03
Low	*43*	*0.04*	*0.54*	*0*	*0.00*	*0.02*	*1*	*0.00*	*0.03*
High	*1062*	*0.38*	*0.56*	*41*	*0.02*	*0.02*	*55*	*0.02*	*0.03*

[1] Observed truck trips include articulated trucks (FHWA Class (8-13)).

[2] Based on ITE Trip Generation Manual, 11th Edition.

Observed Data Comparison to ITE Land Use Code 154

A similar comparison was made to ITE data classified as Land Use Code 154: High-Cube Transload and Short-Term Storage Warehouse. The ITE description for Land Use Code 154 is as follows:

> *" A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park. The HCWs included in this land use include transload and short-term storage facilities. A transload facility has the primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. A transload facility typically has little storage duration, high throughput, and its operations are high efficiency. A short-term HCW is a distribution facility often with custom/special features built into the structure for the movement of large volumes of freight with only short-term storage of products. The amount of office/employee welfare space that is provided within a HCW can be highly*

variable but is typically an insignificant portion of the overall building square footage."

Based on a desktop review of the sites and the EPS data readily available for each, most observed sites would meet the size and height characteristics of a high-cube warehouse. While it is difficult to determine the amount office/employee welfare space provided within each observed site from the information available, it is reasonable to assume it is an insignificant portion of the overall building square footage.

Table 3 summarizes the observed trip rates compared to the estimated ITE data for ITE Land Use Code 154: High-Cube Transload and Short-Term Storage Warehouse using the published ITE equation. It should be noted that fitted curve data is not available for ITE Land Use Code 154.

ITE LUC 154 data underestimated trips at three smaller sites and one larger site on a weekday basis. Eighty percent of the smaller sites had observed rates higher than the ITE data during the commuter peak hours. Two of the larger sites had observed rates higher than the ITE data during at least one of the commuter peak hours.

TABLE 3 – OBSERVED TRIP DATA FOR STUDIED SITES COMPARED TO ITE LAND USE CODE 154

Site	Weekday Daily			Commuter AM Peak Hour			Commuter PM Peak Hour		
	Observed Trips [1]	Trips per KSF		Observed Trips [1]	Trips per KSF		Observed Trips [1]	Trips per KSF	
		Observed	ITE [2]		Observed	ITE [2]		Observed	ITE [2]
Under 500,000 SF GFA									
Low	*141*	*1.04*	*1.40*	*18*	*0.05*	*0.08*	*14*	*0.09*	*0.10*
High	*1153*	*4.89*	*1.40*	*69*	*0.30*	*0.08*	*103*	*0.42*	*0.10*
At Least 500,000 SF GFA									
Low	*112*	*0.13*	*1.40*	*13*	*0.02*	*0.08*	*10*	*0.01*	*0.10*
High	*6307*	*2.25*	*1.40*	*266*	*0.09*	*0.08*	*494*	*0.18*	*0.10*

[1] Observed trips include lights (FHWA Class 1-3), mediums (FHWA Class 4-7), and articulated trucks (FHWA Class (8-13).

[2] Based on ITE Trip Generation Manual, 11th Edition.

Table 4 summarizes the observed truck trip rates compared to the estimated ITE data for ITE Land Use Code 154: High-Cube Transload and Short-Term Storage Warehouse using the published ITE equation. It should be noted that fitted curve data is not available for ITE Land Use Code 154. ITE LUC 154 data underestimated truck trips at three smaller sites and three larger sites on a weekday basis. Sixty percent of the smaller sites had observed truck rates higher than the ITE data during the commuter peak hours. Two of the larger sites had observed truck rates higher than the ITE data during the commuter afternoon peak hour.

TABLE 4 – OBSERVED TRUCK TRIP DATA FOR STUDIED SITES COMPARED TO ITE LAND USE CODE 154

Site	Weekday Daily			Commuter AM Peak Hour			Commuter PM Peak Hour		
	Observed Trips (T) [1]	Truck Trips per KSF		Observed Trips (T) [1]	Truck Trips per KSF		Observed Trips (T) [1]	Truck Trips per KSF	
		Observed	ITE [2]		Observed	ITE [2]		Observed	ITE [2]
Under 500,000 SF GFA									
Low	*31*	*0.13*	*0.22*	*0*	*0.00*	*0.02*	*0*	*0.00*	*0.01*
High	*109*	*1.44*	*0.22*	*5*	*0.05*	*0.02*	*9*	*0.12*	*0.01*
At Least 500,000 SF GFA									
Low	*43*	*0.04*	*0.22*	*0*	*0.00*	*0.02*	*1*	*0.00*	*0.01*
High	*1062*	*0.38*	*0.22*	*41*	*0.02*	*0.02*	*55*	*0.02*	*0.01*

[1] Observed truck trips include articulated trucks (FHWA Class (8-13)).

[2] Based on ITE Trip Generation Manual, 11th Edition.

Observed Data Comparison to Approved Traffic Studies

The data for the 14 observed sites were compared to the approved Traffic/Transportation Impact Studies. The comparison yielded the following findings:

- The approved traffic studies for ten of the observed sites overestimated trips on a weekday basis and during the weekday commuter peak hours.
- The approved traffic study for one of the observed sites was not readily available through EPS.
- The known cold storage site generated 25% more traffic than estimated in the approved traffic study on a weekday basis and 33% more traffic during the weekday PM commuter peak hour. The known cold storage site generated the same amount of traffic as estimated in the approved traffic study during the weekday AM commuter peak hour. The approved traffic study for the known cold storage site was based on the Ninth Edition of the ITE Trip Generation Manual.
- The two known fulfillment centers observed generated 76% to 176% more traffic than estimated in the approved traffic study on a weekday basis and 32% to 54% more traffic during the weekday PM commuter peak hour. One of the known fulfillment centers observed generated 28% more traffic than estimated in the approved traffic study during the weekday AM commuter peak hour. One of the known fulfillment centers observed generated 72% less traffic than projected in the estimated traffic study during the weekday AM commuter peak hour. The approved traffic studies for the known fulfillment center sites were based on the Tenth Edition of the ITE Trip Generation Manual.

Aggregated Data

Weighted averages of vehicles per 1,000 square feet of floor area were computed for the aggregated data. Weighted standard deviation values were calculated following the methodology provided by ITE. Data plots with average rate lines and best fit linear curves were prepared for the aggregated data.

The considered fourteen sites yielded the following trip generation computations:

- The average size of the fourteen facilities is 869,357 square feet.
- On a weekday, local warehouse facilities can be expected to generate 1.21 vehicle trips per 1,000 square feet (KSF) with a range of rate from 0.13 to 4.89 vehicle trips per KSF.
- During the weekday commuter AM peak hour, local warehouse facilities can be expected to generate 0.06 vehicle trips per KSF with a range of rate from 0.02 to 0.30 vehicle trips

per KSF.

- During the weekday commuter PM peak hour, local warehouse facilities can be expected to generate 0.10 vehicle trips per KSF with a range of rate from 0.01 to 0.42 vehicle trips per KSF.
- During the weekday generator AM peak hour, local warehouse facilities can be expected to generate 0.12 vehicle trips per KSF with a range of rate from 0.03 to 0.70 vehicle trips per KSF.
- During the weekday generator PM peak hour, local warehouse facilities can be expected to generate 0.13 vehicle trips per KSF with a range of rate from 0.03 to 0.45 vehicle trips per KSF.

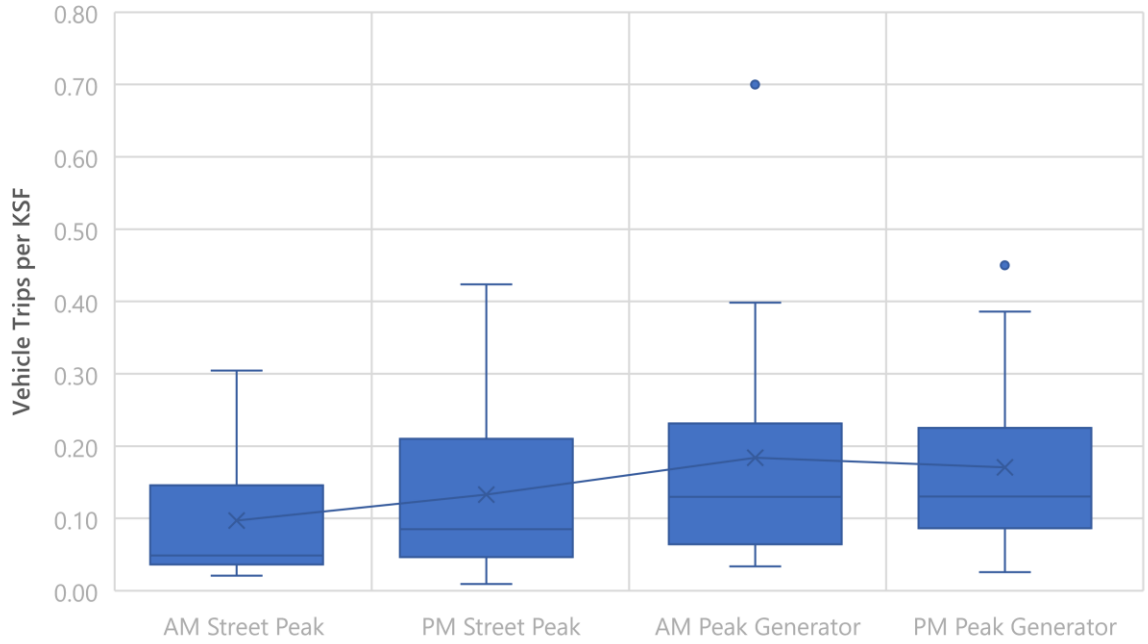
The summary results are in **Table 5** below.

TABLE 5 – LOCAL TRIP GENERATION DATA FOR STUDIED SITES

Aggregate [1]	Weekday Daily	Commuter Peak		Generator Peak	
		AM	PM	AM	PM
Vehicle Trips per KSF	1.21	0.06	0.10	0.12	0.13
Directional Distribution (Enter / Exit)	50% / 50%	73% / 27%	29% / 71%	70% / 30%	36% / 64%
Truck Trip Percentage	19%	16%	13%	11%	12%

[1] Average size of the fourteen facilities is 869,357 SF.

FIGURE 2 – BOX PLOT OF LOCAL TRIP GENERATION DATA FOR STUDIED SITES



Aggregated Data Comparison to ITE

Table 6 below shows the resultant local trip rates to the ITE trip rates for ITE Land Use Code 150: Warehousing. On aggregate, it was found that the local trip generation rates for local warehouse facilities are lower than the ITE rates for each analyzed period. However, when the data is

disaggregated based on size, there are noted differences between the local and ITE data. Further discussion on the disaggregated data is provided in the next section.

TABLE 6 –TRIP GENERATION DATA FOR THE ENTIRE DATABASE

Peak Period	Rate per KSF				
	Local Data	ITE LUC 150	Difference	ITE LUC 154	Difference
Total Vehicles					
Weekday Daily	1.21	1.71	-29%	1.40	-14%
Weekday AM Peak Street	0.06	0.17	-65%	0.08	-25%
Weekday PM Peak Street	0.10	0.18	-44%	0.10	--
Weekday AM Generator Peak	0.12	0.21	-43%	0.13	-8%
Weekday PM Generator Peak	0.13	0.23	-43%	0.17	-24%
Trucks					
Weekday Daily	0.22	0.60	-63%	0.22	--
Weekday AM Peak Street	0.01	0.02	-50%	0.02	-50%
Weekday PM Peak Street	0.01	0.03	-67%	0.01	--
Weekday AM Generator Peak	0.01	0.06	-83%	0.01	--
Weekday PM Generator Peak	0.02	0.06	-67%	0.02	--

Disaggregated Data

The data were disaggregated in various ways to evaluate certain potential variables on vehicle trip generation. The minimum dataset considered for disaggregation was three sites.

- Sites under 300,000 square footage [4]
- Sites under 500,000 square footage [5]
- Sites with at least 500,000 square footage [9]
- Sites with at least 1,000,000 square footage [6]
- Sites with at least 1,500,000 square footage [3]
- Sites with two-sided loading docks [8]
- Sites with one-sided loading docks [4]
- Sites with multiple buildings [4]
- Sites with single buildings [10]

Weighted averages of vehicles per 1,000 square feet of floor area were computed for each subset. Weighted standard deviation values were calculated following the methodology provided by ITE. If four datasets were available, data plots with average rate lines and best fit linear curves were prepared for each subset.

The disaggregated data yielded the following trip generation characteristics:

- The smaller facilities under 500,000 SF tended to produce higher trip rates than the larger facilities.
- Facilities with one-sided loading docks tended to be smaller and generated more traffic on a square footage basis than larger facilities with two-sided loading docks.
- Sites with multiple buildings tended to produce higher trip rates than single buildings daily during the weekday PM commuter peak hour.
- The smaller facilities tended to have fewer trucks as a portion of the vehicle trips.

The summary results are in **Tables 7 and 8** below.

TABLE 7 – LOCAL TRIP GENERATION DATA FOR STUDIED SITES

Data Site Subset	Daily	Rate per 1,000 Square Feet of Floor Area			
		Commuter Peak		Generator Peak	
		AM	PM	AM	PM
All	1.21	0.06	0.10	0.12	0.13
Under 300,000 SF GFA	2.96	0.23	0.22	0.40	0.28
Under 500,000 SF GFA	2.98	0.17	0.25	0.40	0.31
At least 500,000 SF GFA	1.06	0.05	0.08	0.09	0.03
At least 1,000,000 SF GFA	1.15	0.06	0.09	0.09	0.12
At least 1,500,000 SF GFA	1.46	0.07	0.11	0.10	0.13
Two-Sided Loading Docks	1.25	0.06	0.11	0.11	0.13
One-Sided Loading Docks	2.96	0.23	0.22	0.40	0.28
Multiple Buildings	1.34	0.06	0.11	0.11	0.12
Single Building	1.02	0.06	0.08	0.12	0.13

TABLE 8 – TRUCKS AS A PERCENTAGE OF VEHICLE TRIPS FOR STUDIED SITES

Data Site Subset	Daily	Observed Truck Percentage			
		Commuter Peak		Generator Peak	
		AM	PM	AM	PM
All	19%	16%	13%	11%	12%
Under 300,000 SF GFA	12%	7%	13%	3%	9%
Under 500,000 SF GFA	10%	7%	8%	2%	6%
At least 500,000 SF GFA	21%	18%	15%	14%	14%
At least 1,000,000 SF GFA	20%	18%	15%	13%	12%
At least 1,500,000 SF GFA	21%	19%	17%	17%	15%
Two-Sided Loading Docks	17%	15%	9%	9%	10%
One-Sided Loading Docks	12%	7%	13%	3%	9%
Multiple Buildings	20%	19%	15%	14%	13%
Single Building	16%	12%	11%	6%	11%

Disaggregated Data Comparison to ITE Data Based on Square Footage

Table 9 below shows the study resultant trip rates for sites under 500,000 SF compared to the ITE trip rates for ITE Land Use Code 150: Warehousing. The table shows a noted trip generation difference for the studied sites under 500,000 SF during various periods analyzed.

TABLE 9 – DATA COMPARISON FOR SITES UNDER 500,000 SF

Data Site Subset	Source	Daily	Rate per 1,000 Square Feet of Floor Area			
			Commuter Peak		Generator Peak	
			AM	PM	AM	PM
Under 500,000 SF GFA	Local Data	2.98	0.17	0.25	0.40	0.31
	ITE LUC 150 Data	1.71	0.17	0.18	0.21	0.23
	Difference	*74%*	*0%*	*39%*	*90%*	*35%*

Three studied sites included known uses separately categorized in ITE under other land use codes, one cold storage, and two fulfillment centers. All three of these other warehouse-type uses were smaller facilities under 500,000 SF. When these three sites are excluded from the dataset, the

resultant local trip generation rates are comparable to the ITE data for ITE Land Use Code 150: Warehousing. This comparison would suggest that there can be variability in the end users of smaller warehouse facilities that can significantly impact the trip generation characteristics of sites. The comparison results when these other warehouse-type sites were excluded are in **Table 10** below.

TABLE 10 – DATA COMPARISON FOR SITES UNDER 500,000 SF WITH EXCLUSIONS

Data Site Subset	Source	Rate per 1,000 Square Feet of Floor Area				
		Daily	Commuter Peak		Generator Peak	
			AM	PM	AM	PM
Under 500,000 SF GFA *Exclusive of known cold storage and fulfillment centers*	Local Data (Filtered) [1]	1.07	0.15	0.10	0.17	0.16
	ITE Data	1.71	0.17	0.18	0.21	0.23
	Difference	*-37%*	*-12%*	*-44%*	*-19%*	*-30%*

[1] Local data filtered to exclude known other warehouse-type land uses (cold storage and fulfillment centers).

Table 11 below shows the study resultant trip rates for sites with at least 500,000 SF compared to the ITE trip rates for ITE Land Use Code 150: Warehousing. It was found that the local trip rates for larger local warehouse facilities are lower than the ITE trip rates for each analyzed period.

TABLE 11 – DATA COMPARISON FOR SITES WITH AT LEAST 500,000 SF

Data Site Subset	Source	Rate per 1,000 Square Feet of Floor Area				
		Daily	Commuter Peak		Generator Peak	
			AM	PM	AM	PM
At least 500,000 SF GFA	Local Data	1.06	0.05	0.08	0.09	0.03
	ITE Data	1.71	0.17	0.18	0.21	0.23
	Difference	*-38%*	*-71%*	*-56%*	*-57%*	*-87%*

Disaggregated Data Comparison to Filtered ITE Data Based on Square Footage

The ITE digital trip generation database (ITETripGen web app) provides filtering capabilities, including region, age of data, and development size. The ITETripGen web app enables a user to create a customized data plot and associated statistics using only data filtered to a user-specified set. For comparison purposes, the ITE data was filtered by development size and region. The Northeast & Mid-Atlantic region was selected, which includes CT, DC, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, and WV. The comparison results are shown in **Table 12**.

However, the analyst should exercise caution when interpreting a data subset. The data subset does not necessarily constitute a balance of potential land use characteristics across the database. As the database is filtered and the database size diminishes, the less likely the possibility that a reasonable cross-section is achieved.

As shown in the table, there are variations in the ITE trip rates for the Northeast & Mid-Atlantic region subset within the smaller facility size category, which tend to generate 16% to 68% higher on a trip rate basis. While the dataset for larger facilities in the Northeast & Mid-Atlantic region subset is limited to the commuter peak periods, the regional ITE trip rate subset is comparable to all regions in the data set.

TABLE 12 – ITE LUC 150 DATA FILTERED BY SIZE AND REGION [1]

Data Site Subset by Region	Weekday Daily		Commuter Peak				Generator Peak			
			AM Peak		PM Peak		AM Peak		PM Peak	
	Avg. Size	Trips per KSF	Avg. Size	Trips per KSF	Avg. Size	Trips per KSF	Avg. Size	Trips per KSF	Avg. Size	Trips per KSF
All Sites										
All Regions	292	1.71	448	0.17	400	0.18	284	0.21	284	0.23
Northeast & Mid-Atlantic	213	3.02	735	0.20	735	0.18	198	0.43	198	0.41
Under 500,000 SF GFA										
All Regions	167	1.96	165	0.25	170	0.27	123	0.37	137	0.34
Northeast & Mid-Atlantic	213	3.02	192	0.42	192	0.37	198	0.43	198	0.41
At Least 500,000 SF GFA										
All Regions	1463	1.44	1861	0.13	1582	0.14	1463	0.11	1463	0.14
Northeast & Mid-Atlantic	--	--	1819	0.15	1819	0.14	--	--	--	--

[1] Based on the digital version of the ITE Trip Generation Manual, 11th Edition, filtered by size and region.

As shown in **Table 13**, the ITE data subset, filtered by size and region, results in an over-prediction of trips during each studied period for the smaller facilities. Variations in the trip rates range from 1% to 32%. Given the limited region data and minor variance for larger facilities based on region, the ITE data subset was filtered by size only for larger facilities. This results in an over-prediction of trips compared to the observed data, varying between 18% and 79%.

TABLE 13 – DATA COMPARISON FOR SITES USING FILTERED ITE DATA

Data Site Subset	Source	Rate per 1,000 Square Feet of Floor Area				
		Daily	Commuter Peak		Generator Peak	
			AM	PM	AM	PM
Under 500,000 SF GFA	Local Data	2.98	0.17	0.25	0.40	0.31
	ITE Data (Filtered) [1]	3.02	0.42	0.37	0.43	0.41
	Difference	*-1%*	*-60%*	*-32%*	*-7%*	*-24%*
At least 500,000 SF GFA	Local Data	1.06	0.05	0.08	0.09	0.03
	ITE Data (Filtered) [2]	1.44	0.13	0.14	0.11	0.14
	Difference	*-26%*	*-62%*	*-43%*	*-18%*	*-79%*

[1] Based on the digital version of the ITE Trip Generation Manual, 11th Edition, filtered to sites under 500,000 SF of GFA within the Northeast & Mid-Atlantic region.

[1] ITE data filtered to sites with at least 500,000 SF of GFA and all regions.

Known User Data Comparison to Other ITE Land Uses

Since three of the studied sites included known uses separately categorized in ITE under other land use codes, a comparison was made between the resultant local and ITE trip rates for these other uses. The comparison results are shown in **Tables 14 and 15**. It is important to note that the sample size for the local data associated with these other warehouse-type land uses is small. It is recommended that more data be collected at additional sites before this data is utilized to assess the local trip generation characteristics for other warehouse-type land uses.

TABLE 14 – DATA COMPARISON FOR COLD STORAGE SITE

Peak Period [1]	Vehicle Type	Observed Trips	Rate per KSF		
			Local Data	ITE LUC 157	Difference
Weekday Daily	Total Vehicles	337	4.46	2.12	110%
	Trucks	109	1.44	0.75	92%
Weekday AM Peak Street	Total Vehicles	23	0.30	0.11	173%
	Trucks	4	0.05	0.03	67%
Weekday PM Peak Street	Total Vehicles	32	0.42	0.12	250%
	Trucks	9	0.12	0.03	300%

[1] No published ITE data is available for the peak hour of the generator for Land Use Code 157: Cold Storage.

TABLE 15 – DATA COMPARISON FOR FULFILLMENT CENTER SITES

Peak Period [1]	Vehicle Type	Observed Trips	Rate per KSF		
			Local Data	ITE LUC 155 Non-Sort / Sort	Difference
Weekday Daily	Total Vehicles	1153 / 999	3.79	1.81 / 6.44	109% / -41%
	Trucks	31 / 50	0.14	0.23 / 0.19	-39% / -26%
Weekday AM Peak Street	Total Vehicles	69 / 18	0.15	0.15 / 0.87	0% / -83%
	Trucks	0 / 1	0.00	0.02 / 0.02	-100% / -100%
Weekday PM Peak Street	Total Vehicles	74 / 103	0.31	0.16 / 1.20	94% / -74%
	Trucks	0 / 0	0.00	0.01 / 0.02	-100% / -100%

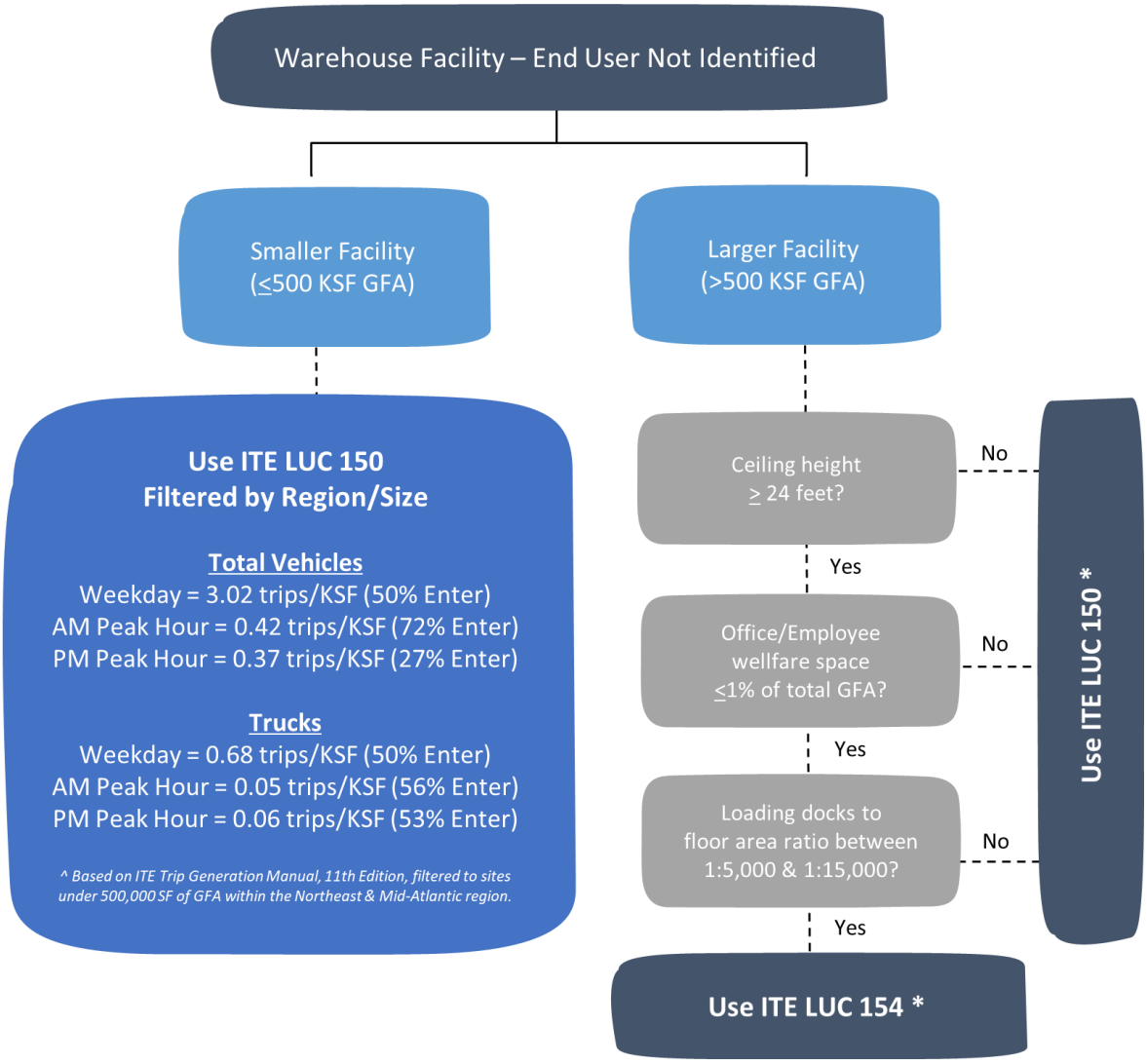
[1] No published ITE data available for the peak hour of the generator for Land Use Code 155: Fulfillment Center Warehouse.

Recommended Best Practices

This section recommends best practices for trip generation estimation of warehouse developments. These recommended best practices have been developed based on the findings of this effort.

- Understand the use in the land use: The amount of traffic associated with a warehouse facility can vary greatly depending on the function and logistics designation. As part of the scoping meeting, applicants should document the characteristics of the warehouse use.
    - Cross docks may signify major distribution centers or large fulfillment centers.
    - Building height greater than 40 feet may signify cold storage.
    - Large parking fields may signify larger employee count for the facility indicative of fulfillment centers.
    - Parking fields that accommodate various vehicle types may signify a last-mile fulfillment center.
    - Facilities with very high truck parking ratios to dock positions may signify a parcel hub.
- Utilize data subsets in ITE TripGen web app: The ITE digital trip generation database can be filtered to provide a better estimation of trips for smaller facilities. If employed, consider the use of ITE Land Use Code 150 warehouse trip data filtered by size (under 500 KSF) and region (Northeast & Mid-Atlantic) for smaller facilities.
- Apply condition statements to limit potential end users: If the characteristics are not satisfactorily provided or the development is considered speculative with no end user identified, consider applying condition statements to the highway occupancy permit that provide the Department the ability to re-evaluate traffic impacts once an end user is identified.
- Specify Land Use Code 150 permits are not inclusive: Understanding trip characteristics vary based on the function and logistics of a warehouse facility, consider clearly specifying that highway occupancy permits classified under Land Use 150 are not inclusive of other warehouse-type facility, including but not limited to cold storage, last-mile fulfillment centers, and parcel hubs. If tenancy changes occur in the future, applicants should be required to supplement the existing permit with additional information so the Department can determine if additional traffic mitigations are warranted.
- A step-by-step procedure is provided below for the Department to consider in determining how best to estimate trip generation for future speculative warehouse facilities until such time that a new version of ITE's Trip Generation Manual is published.

FIGURE 3 – RECOMMENDED PROCESS FOR SELECTING TRIP GENERATION DATA FOR SPECULATIVE WAREHOUSE USES



** Follow ITE Trip Generation Handbook guidance for selecting average rate or equation in Trip Generation Manual Data*

Conclusions

The sites observed in this work order highlight the unique nature of warehouse developments. Size, layout, and tenant characteristics can affect a site's trip generation patterns. Observed trip generation can deviate from ITE trip estimations due to each site's features. While the sample and database acquired for this study do not clearly demonstrate that ITE warehouse trip estimation data is inappropriate to use in the region, the study did show discrepancies can occur from relying solely on ITE weighted average data based on nationally collected trip data.

The ITE Land Use Code 150 warehouse trip data should reasonably estimate vehicle trips for larger facilities. However, the study did show under-estimation can arise from using ITE data for smaller facilities. For smaller facilities, care should be taken to supplement ITE warehouse data with additional information about the characteristics of the potential end user to avoid under-estimation of vehicle trips.

Without additional end user information, several Districts require more intensive warehouse trip generators in the ITE manual and/or condition statements to limit potential end users and avoid under-estimating vehicle trips. Alternatively, and particularly for smaller facilities, ITE Land Use Code 150 warehouse trip data filtered by size (under 500 KSF) and region (Northeast & Mid-Atlantic) should reasonably estimate vehicle trips.

Enclosures

APPENDIX A
Trip Generation Data from Counted Site

Site 1

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	1	0	0	1	0	0	2	0	0	1	1	2	25	9	34
12:15 AM	2	0	1	1	0	0	3	0	1	3	1	4	42	8	50
12:30 AM	9	0	0	2	0	1	11	0	1	9	3	12	42	7	49
12:45 AM	12	0	0	4	0	0	16	0	0	12	4	16	33	4	37
1:00 AM	17	0	1	0	0	0	17	0	1	18	0	18	21	1	22
1:15 AM	3	0	0	0	0	0	3	0	0	3	0	3	5	1	6
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
1:45 AM	0	0	0	1	0	0	1	0	0	0	1	1	4	3	7
2:00 AM	2	0	0	0	0	0	2	0	0	2	0	2	8	4	12
2:15 AM	0	0	0	1	0	0	1	0	0	0	1	1	6	5	11
2:30 AM	0	1	1	1	0	0	1	1	1	2	1	3	8	5	13
2:45 AM	4	0	0	0	0	2	4	0	2	4	2	6	6	4	10
3:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	2	2	4
3:15 AM	2	0	0	1	0	0	3	0	0	2	1	3	3	1	4
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
4:00 AM	0	0	1	0	0	0	0	0	1	1	0	1	4	2	6
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7
4:30 AM	1	0	1	1	0	1	2	0	2	2	2	4	8	5	13
4:45 AM	1	0	0	0	0	0	1	0	0	1	0	1	8	7	15
5:00 AM	0	0	0	2	0	0	2	0	0	0	2	2	10	7	17
5:15 AM	5	0	0	0	1	0	5	1	0	5	1	6	13	6	19
5:30 AM	2	0	0	4	0	0	6	0	0	2	4	6	8	6	14
5:45 AM	2	0	1	0	0	0	2	0	1	3	0	3	8	2	10
6:00 AM	3	0	0	0	0	1	3	0	1	3	1	4	7	3	10
6:15 AM	0	0	0	1	0	0	1	0	0	0	1	1	6	3	9
6:30 AM	0	0	2	0	0	0	0	0	2	2	0	2	10	3	13
6:45 AM	1	0	1	0	0	1	1	0	2	2	1	3	14	4	18
7:00 AM	2	0	0	0	0	1	2	0	1	2	1	3	23	4	27
7:15 AM	4	0	0	1	0	0	5	0	0	4	1	5	25	3	28
7:30 AM	5	0	1	0	0	1	5	0	2	6	1	7	33	5	38
7:45 AM	11	0	0	0	0	1	11	0	1	11	1	12	40	8	48
8:00 AM	4	0	0	0	0	0	4	0	0	4	0	4	56	13	69
8:15 AM	11	1	0	2	1	0	13	2	0	12	3	15	79	24	103
8:30 AM	13	0	0	4	0	0	17	0	0	13	4	17	96	27	123
8:45 AM	26	1	0	4	2	0	30	3	0	27	6	33	90	26	116
9:00 AM	26	1	0	11	0	0	37	1	0	27	11	38	72	43	115
9:15 AM	29	0	0	6	0	0	35	0	0	29	6	35	57	50	107
9:30 AM	6	1	0	2	0	1	8	1	1	7	3	10	49	68	117
9:45 AM	8	1	0	23	0	0	31	1	0	9	23	32	48	95	143
10:00 AM	12	0	0	17	1	0	29	1	0	12	18	30	47	85	132
10:15 AM	20	1	0	24	0	0	44	1	0	21	24	45	71	94	165
10:30 AM	5	1	0	29	1	0	34	2	0	6	30	36	52	95	147
10:45 AM	8	0	0	11	2	0	19	2	0	8	13	21	51	73	124
11:00 AM	36	0	0	26	1	0	62	1	0	36	27	63	47	113	160
11:15 AM	2	0	0	25	0	0	27	0	0	2	25	27	13	99	112
11:30 AM	5	0	0	7	1	0	12	1	0	5	8	13	15	84	99
11:45 AM	4	0	0	53	0	0	57	0	0	4	53	57	16	87	103
12:00 PM	2	0	0	13	0	0	15	0	0	2	13	15	14	36	50
12:15 PM	2	2	0	9	1	0	11	3	0	4	10	14	16	29	45
12:30 PM	6	0	0	10	1	0	16	1	0	6	11	17	15	25	40
12:45 PM	2	0	0	2	0	0	4	0	0	2	2	4	19	19	38
1:00 PM	4	0	0	6	0	0	10	0	0	4	6	10	24	22	46
1:15 PM	3	0	0	6	0	0	9	0	0	3	6	9	20	16	36
1:30 PM	10	0	0	5	0	0	15	0	0	10	5	15	20	28	48
1:45 PM	7	0	0	5	0	0	12	0	0	7	5	12	15	28	43
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	28	40
2:15 PM	3	0	0	18	0	0	21	0	0	3	18	21	16	29	45
2:30 PM	5	0	0	5	0	0	10	0	0	5	5	10	19	12	31
2:45 PM	3	0	1	5	0	0	8	0	1	4	5	9	16	10	26
3:00 PM	4	0	0	1	0	0	5	0	0	4	1	5	16	7	23
3:15 PM	6	0	0	1	0	0	7	0	0	6	1	7	14	8	22
3:30 PM	1	0	1	2	0	1	3	0	2	2	3	5	8	10	18
3:45 PM	4	0	0	2	0	0	6	0	0	4	2	6	7	10	17
4:00 PM	2	0	0	1	0	1	3	0	1	2	2	4	8	12	20
4:15 PM	0	0	0	3	0	0	3	0	0	0	3	3	16	18	34
4:30 PM	1	0	0	3	0	0	4	0	0	1	3	4	27	19	46
4:45 PM	5	0	0	4	0	0	9	0	0	5	4	9	35	31	66
5:00 PM	10	0	0	8	0	0	18	0	0	10	8	18	41	33	74
5:15 PM	11	0	0	4	0	0	15	0	0	11	4	15	39	34	73
5:30 PM	9	0	0	15	0	0	24	0	0	9	15	24	43	37	80
5:45 PM	11	0	0	6	0	0	17	0	0	11	6	17	48	31	79
6:00 PM	8	0	0	9	0	0	17	0	0	8	9	17	47	40	87
6:15 PM	15	0	0	7	0	0	22	0	0	15	7	22	49	41	90
6:30 PM	14	0	0	9	0	0	23	0	0	14	9	23	45	41	86
6:45 PM	10	0	0	15	0	0	25	0	0	10	15	25	41	47	88
7:00 PM	9	1	0	10	0	0	19	1	0	10	10	20	41	44	85
7:15 PM	11	0	0	7	0	0	18	0	0	11	7	18	45	46	91
7:30 PM	9	0	1	15	0	0	24	0	1	10	15	25	45	44	89
7:45 PM	10	0	0	11	0	1	21	0	1	10	12	22	42	43	85
8:00 PM	13	1	0	12	0	0	25	1	0	14	12	26	38	40	78
8:15 PM	11	0	0	5	0	0	16	0	0	11	5	16	31	36	67
8:30 PM	6	0	1	13	0	1	19	0	2	7	14	21	22	35	57
8:45 PM	6	0	0	9	0	0	15	0	0	6	9	15	16	27	43
9:00 PM	6	1	0	8	0	0	14	1	0	7	8	15	11	20	31
9:15 PM	2	0	0	4	0	0	6	0	0	2	4	6	4	13	17
9:30 PM	1	0	0	5	0	1	6	0	1	1	6	7	2	11	13
9:45 PM	1	0	0	2	0	0	3	0	0	1	2	3	2	7	9
10:00 PM	0	0	0	1	0	0	1	0	0	0	1	1	1	6	7
10:15 PM	0	0	0	1	1	0	1	1	0	0	2	2	2	5	7
10:30 PM	0	0	1	2	0	0	2	0	1	1	2	3	2	4	6
10:45 PM	0	0	0	0	0	1	0	0	1	0	1	1	2	2	4
11:00 PM	1	0	0	0	0	0	1	0	0	1	0	1	2	2	4
11:15 PM	0	0	0	1	0	0	1	0	0	0	1	1			
11:30 PM	1	0	0	0	0	0	1	0	0	1	0	1			
11:45 PM	0	0	0	1	0	0	1	0	0	0	1	1			

Site 2

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 AM	1	0	0	0	0	0	1	0	0	1	0	1	1	1	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	1	0	0	1	0	1	1	1	1	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:45 AM	0	0	1	0	0	0	0	0	1	1	0	1	2	1	3
2:00 AM	0	0	0	0	0	1	0	0	1	0	1	1	1	1	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
2:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	1	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 AM	0	0	1	0	0	0	0	0	1	1	0	1	2	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 AM	0	0	1	0	0	0	0	0	1	1	0	1	4	0	4
5:15 AM	1	0	0	0	0	0	1	0	0	1	0	1	4	1	5
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6
5:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	10	1	11
6:00 AM	1	0	0	1	0	0	2	0	0	1	1	2	14	6	20
6:15 AM	2	0	0	0	0	0	2	0	0	2	0	2	15	11	26
6:30 AM	4	1	0	0	0	0	4	1	0	5	0	5	16	12	28
6:45 AM	6	0	0	4	1	0	10	1	0	6	5	11	15	13	28
7:00 AM	1	0	1	5	0	1	6	0	2	2	6	8	14	10	24
7:15 AM	3	0	0	0	0	1	3	0	1	3	1	4	13	4	17
7:30 AM	3	0	1	1	0	0	4	0	1	4	1	5	10	3	13
7:45 AM	5	0	0	0	1	1	5	1	1	5	2	7	7	2	9
8:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	3	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
8:30 AM	0	0	1	0	0	0	0	0	1	1	0	1	4	2	6
8:45 AM	0	0	1	0	0	1	0	0	2	1	1	2	3	4	7
9:00 AM	0	0	2	0	0	0	0	0	2	2	0	2	2	3	5
9:15 AM	0	0	0	0	0	1	0	0	1	0	1	1	1	4	5
9:30 AM	0	0	0	0	0	2	0	0	2	0	2	2	2	3	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
10:00 AM	0	1	0	0	0	1	0	1	1	1	1	2	2	3	5
10:15 AM	0	0	1	0	0	0	0	0	1	1	0	1	4	2	6
10:30 AM	0	0	0	0	0	1	0	0	1	0	1	1	4	2	6
10:45 AM	0	0	0	0	0	1	0	0	1	0	1	1	5	3	8
11:00 AM	0	0	3	0	0	0	0	0	3	3	0	3	7	2	9
11:15 AM	1	0	0	0	0	0	1	0	0	1	0	1	5	4	9
11:30 AM	1	0	0	1	0	1	2	0	1	1	2	3	5	5	10
11:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	3	8
12:00 PM	0	0	1	1	0	1	1	0	2	1	2	3	3	5	8
12:15 PM	0	0	1	1	0	0	1	0	1	1	1	2	3	4	7
12:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	3	5	8
12:45 PM	0	0	0	1	0	1	1	0	1	0	2	2	2	6	8
1:00 PM	1	0	0	1	0	0	2	0	0	1	1	2	7	8	15
1:15 PM	1	0	0	0	0	2	1	0	2	1	2	3	7	8	15
1:30 PM	0	0	0	1	0	0	1	0	0	0	1	1	9	9	18
1:45 PM	4	0	1	4	0	0	8	0	1	5	4	9	15	12	27
2:00 PM	0	1	0	1	0	0	1	1	0	1	1	2	11	15	26
2:15 PM	2	0	1	2	0	1	4	0	2	3	3	6	11	16	27
2:30 PM	6	0	0	4	0	0	10	0	0	6	4	10	8	15	23
2:45 PM	1	0	0	7	0	0	8	0	0	1	7	8	2	11	13
3:00 PM	1	0	0	2	0	0	3	0	0	1	2	3	3	4	7
3:15 PM	0	0	0	2	0	0	2	0	0	0	2	2	2	3	5
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8
3:45 PM	1	0	1	0	0	0	1	0	1	2	0	2	3	9	12
4:00 PM	0	0	0	0	0	1	0	0	1	0	1	1	1	10	11
4:15 PM	0	0	0	4	0	1	4	0	1	0	5	5	3	13	16
4:30 PM	1	0	0	2	0	1	3	0	1	1	3	4	3	10	13
4:45 PM	0	0	0	1	0	0	1	0	0	0	1	1	2	7	9
5:00 PM	1	0	1	4	0	0	5	0	1	2	4	6	2	6	8
5:15 PM	0	0	0	1	0	1	1	0	1	0	2	2	1	3	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
6:00 PM	0	0	1	1	0	0	1	0	1	1	1	2	2	2	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
6:45 PM	0	0	1	1	0	0	1	0	1	1	1	2	2	2	4
7:00 PM	1	0	0	0	0	0	1	0	0	1	0	1	1	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 PM	0	0	2	0	0	0	0	0	2	2	0	2	2	0	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7
9:30 PM	0	0	1	1	0	0	1	0	1	1	1	2	8	3	11
9:45 PM	1	0	0	0	0	1	1	0	1	1	1	2	10	2	12
10:00 PM	2	0	0	0	1	0	2	1	0	2	1	3	9	8	17
10:15 PM	3	1	0	0	0	0	3	1	0	4	0	4	7	8	15
10:30 PM	2	0	1	0	0	0	2	0	1	3	0	3	3	9	12
10:45 PM	0	0	0	7	0	0	7	0	0	0	7	7	0	9	9
11:00 PM	0	0	0	1	0	0	1	0	0	0	1	1	0	2	2
11:15 PM	0	0	0	1	0	0	1	0	0	0	1	1			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 3

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7
12:15 AM	1	0	0	5	0	0	6	0	0	1	5	6	3	8	11
12:30 AM	0	0	0	1	0	0	1	0	0	0	1	1	3	3	6
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	8	2	10
1:00 AM	1	1	0	2	0	0	3	1	0	2	2	4	11	4	15
1:15 AM	0	1	0	0	0	0	0	1	0	1	0	1	9	5	14
1:30 AM	1	4	0	0	0	0	1	4	0	5	0	5	10	21	31
1:45 AM	1	2	0	2	0	0	3	2	0	3	2	5	7	31	38
2:00 AM	0	0	0	3	0	0	3	0	0	0	3	3	5	32	37
2:15 AM	1	0	1	11	5	0	12	5	1	2	16	18	5	42	47
2:30 AM	2	0	0	7	3	0	9	3	0	2	10	12	4	29	33
2:45 AM	1	0	0	2	0	1	3	0	1	1	3	4	3	20	23
3:00 AM	0	0	0	13	0	0	13	0	0	0	13	13	2	17	19
3:15 AM	1	0	0	3	0	0	4	0	0	1	3	4	2	4	6
3:30 AM	1	0	0	1	0	0	2	0	0	1	1	2	1	1	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
4:30 AM	1	0	0	1	0	0	2	0	0	1	1	2	2	2	4
4:45 AM	1	0	0	0	0	0	1	0	0	1	0	1	2	1	3
5:00 AM	0	0	0	1	0	0	1	0	0	0	1	1	10	2	12
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	21	4	25
5:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	44	7	51
5:45 AM	9	0	0	1	0	0	10	0	0	9	1	10	47	10	57
6:00 AM	10	1	0	2	1	0	12	2	0	11	3	14	43	10	53
6:15 AM	23	0	0	3	0	0	26	0	0	23	3	26	33	8	41
6:30 AM	4	0	0	3	0	0	7	0	0	4	3	7	11	6	17
6:45 AM	5	0	0	1	0	0	6	0	0	5	1	6	8	3	11
7:00 AM	1	0	0	1	0	0	2	0	0	1	1	2	4	2	6
7:15 AM	1	0	0	0	0	1	1	0	1	1	1	2	4	1	5
7:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	9	2	11
7:45 AM	0	0	1	0	0	0	0	0	1	1	0	1	9	5	14
8:00 AM	0	1	0	0	0	0	0	1	0	1	0	1	12	6	18
8:15 AM	2	4	0	0	2	0	2	6	0	6	2	8	17	8	25
8:30 AM	1	0	0	1	2	0	2	2	0	1	3	4	17	12	29
8:45 AM	1	2	1	0	1	0	1	3	1	4	1	5	42	18	60
9:00 AM	4	2	0	1	1	0	5	3	0	6	2	8	49	18	67
9:15 AM	6	0	0	5	1	0	11	1	0	6	6	12	49	21	70
9:30 AM	25	1	0	7	2	0	32	3	0	26	9	35	48	31	79
9:45 AM	11	0	0	1	0	0	12	0	0	11	1	12	46	41	87
10:00 AM	6	0	0	4	1	0	10	1	0	6	5	11	53	42	95
10:15 AM	5	0	0	16	0	0	21	0	0	5	16	21	55	47	102
10:30 AM	24	0	0	19	0	0	43	0	0	24	19	43	66	38	104
10:45 AM	18	0	0	1	1	0	19	1	0	18	2	20	53	37	90
11:00 AM	7	1	0	9	1	0	16	2	0	8	10	18	51	49	100
11:15 AM	16	0	0	7	0	0	23	0	0	16	7	23	60	59	119
11:30 AM	11	0	0	18	0	0	29	0	0	11	18	29	70	58	128
11:45 AM	16	0	0	14	0	0	30	0	0	16	14	30	66	66	132
12:00 PM	16	0	1	19	1	0	35	1	1	17	20	37	57	66	123
12:15 PM	26	0	0	6	0	0	32	0	0	26	6	32	49	68	117
12:30 PM	7	0	0	26	0	0	33	0	0	7	26	33	27	73	100
12:45 PM	7	0	0	13	0	1	20	0	1	7	14	21	28	62	90
1:00 PM	7	1	1	21	0	1	28	1	2	9	22	31	26	53	79
1:15 PM	4	0	0	11	0	0	15	0	0	4	11	15	20	33	53
1:30 PM	7	1	0	15	0	0	22	1	0	8	15	23	19	27	46
1:45 PM	5	0	0	4	0	1	9	0	1	5	5	10	14	16	30
2:00 PM	3	0	0	2	0	0	5	0	0	3	2	5	11	16	27
2:15 PM	3	0	0	5	0	0	8	0	0	3	5	8	17	21	38
2:30 PM	1	0	2	3	1	0	4	1	2	3	4	7	16	23	39
2:45 PM	2	0	0	5	0	0	7	0	0	2	5	7	23	35	58
3:00 PM	8	1	0	5	1	1	13	2	1	9	7	16	23	33	56
3:15 PM	1	1	0	6	1	0	7	2	0	2	7	9	20	35	55
3:30 PM	10	0	0	15	1	0	25	1	0	10	16	26	27	31	58
3:45 PM	1	0	1	2	0	1	3	0	2	2	3	5	32	44	76
4:00 PM	5	1	0	8	1	0	13	2	0	6	9	15	44	51	95
4:15 PM	8	1	0	2	1	0	10	2	0	9	3	12	49	54	103
4:30 PM	15	0	0	29	0	0	44	0	0	15	29	44	46	52	98
4:45 PM	13	1	0	9	1	0	22	2	0	14	10	24	40	26	66
5:00 PM	11	0	0	12	0	0	23	0	0	11	12	23	34	19	53
5:15 PM	6	0	0	1	0	0	7	0	0	6	1	7	32	11	43
5:30 PM	6	1	2	2	1	0	8	2	2	9	3	12	29	12	41
5:45 PM	4	1	3	2	0	1	6	1	4	8	3	11	24	11	35
6:00 PM	5	1	3	2	1	1	7	2	4	9	4	13	20	11	31
6:15 PM	0	1	2	1	0	1	1	1	3	3	2	5	15	11	26
6:30 PM	2	0	2	1	0	1	3	0	3	4	2	6	14	17	31
6:45 PM	3	1	0	2	1	0	5	2	0	4	3	7	12	18	30
7:00 PM	3	1	0	0	0	4	3	1	4	4	4	8	9	18	27
7:15 PM	0	1	1	5	3	0	5	4	1	2	8	10	8	17	25
7:30 PM	2	0	0	2	0	1	4	0	1	2	3	5	6	11	17
7:45 PM	1	0	0	1	1	1	2	1	1	1	3	4	5	11	16
8:00 PM	2	1	0	2	0	1	4	1	1	3	3	6	6	12	18
8:15 PM	0	0	0	1	1	0	1	1	0	0	2	2	6	13	19
8:30 PM	1	0	0	3	0	0	4	0	0	1	3	4	12	12	24
8:45 PM	2	0	0	3	1	0	5	1	0	2	4	6	11	9	20
9:00 PM	2	1	0	4	0	0	6	1	0	3	4	7	11	14	25
9:15 PM	1	4	1	0	1	0	1	5	1	6	1	7	15	16	31
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	20	34
9:45 PM	1	1	0	4	4	1	5	5	1	2	9	11	14	22	36
10:00 PM	4	1	2	5	1	0	9	2	2	7	6	13	13	14	27
10:15 PM	2	1	2	3	2	0	5	3	2	5	5	10	6	11	17
10:30 PM	0	0	0	0	1	1	0	1	1	0	2	2	2	7	9
10:45 PM	0	0	1	0	0	1	0	0	2	1	1	2	3	5	8
11:00 PM	0	0	0	2	0	1	2	0	1	0	3	3	2	4	6
11:15 PM	1	0	0	1	0	0	2	0	0	1	1	2			
11:30 PM	0	0	1	0	0	0	0	0	1	1	0	1			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 4

Start Time	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
12:15 AM	1	0	0	0	0	1	1	0	1	1	1	2	3	2	5
12:30 AM	0	0	0	1	0	0	1	0	0	0	1	1	4	1	5
12:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	3	8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8
1:15 AM	1	0	1	0	0	0	1	0	1	2	0	2	6	6	12
1:30 AM	0	0	1	0	0	3	0	0	4	1	3	4	5	7	12
1:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	7	12
2:00 AM	1	0	0	0	0	3	1	0	3	1	3	4	5	7	12
2:15 AM	0	0	1	0	0	1	0	0	2	1	1	2	6	4	10
2:30 AM	1	0	0	1	1	1	2	1	1	1	3	4	5	4	9
2:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	4	9
3:00 AM	2	0	0	0	0	0	2	0	0	2	0	2	3	5	8
3:15 AM	0	0	0	0	0	1	0	0	1	0	1	1	2	5	7
3:30 AM	0	0	1	0	0	3	0	0	4	1	3	4	2	4	6
3:45 AM	0	0	0	0	0	1	0	0	1	0	1	1	1	1	2
4:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	1	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
5:00 AM	0	0	1	0	0	0	0	0	1	1	0	1	8	0	8
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10
5:30 AM	4	0	0	0	0	0	4	0	0	4	0	4	14	4	18
5:45 AM	2	1	0	0	0	0	2	1	0	3	0	3	17	6	23
6:00 AM	1	1	1	0	0	0	1	1	1	3	0	3	20	8	28
6:15 AM	2	1	1	1	1	2	3	2	3	4	4	8	20	10	30
6:30 AM	5	2	0	1	0	1	6	2	1	7	2	9	18	8	26
6:45 AM	5	1	0	0	2	0	5	3	0	6	2	8	14	7	21
7:00 AM	0	3	0	0	2	0	0	5	0	3	2	5	14	9	23
7:15 AM	2	0	0	0	1	1	2	1	1	2	2	4	14	9	23
7:30 AM	2	0	1	1	0	0	3	0	1	3	1	4	13	8	21
7:45 AM	5	0	1	0	3	1	5	3	2	6	4	10	12	7	19
8:00 AM	1	1	1	1	0	1	2	1	2	3	2	5	8	4	12
8:15 AM	1	0	0	0	1	0	1	1	0	1	1	2	8	5	13
8:30 AM	1	0	1	0	0	0	1	0	1	2	0	2	8	7	15
8:45 AM	1	0	1	0	0	1	1	0	2	2	1	3	9	10	19
9:00 AM	0	1	2	2	0	1	2	1	3	3	3	6	8	12	20
9:15 AM	0	0	1	0	0	3	0	0	4	1	3	4	5	10	15
9:30 AM	1	1	1	1	1	1	2	2	2	3	3	6	7	9	16
9:45 AM	1	0	0	2	0	1	3	0	1	1	3	4	6	6	12
10:00 AM	0	0	0	1	0	0	1	0	0	0	1	1	8	6	14
10:15 AM	0	1	2	0	2	0	0	3	2	3	2	5	9	6	15
10:30 AM	0	1	1	0	0	0	0	1	1	2	0	2	9	6	15
10:45 AM	1	0	2	1	1	1	2	1	3	3	3	6	12	10	22
11:00 AM	0	1	0	1	0	0	1	1	0	1	1	2	10	10	20
11:15 AM	1	0	2	2	0	0	3	0	2	3	2	5	12	12	24
11:30 AM	3	0	2	1	1	2	4	1	4	5	4	9	11	11	22
11:45 AM	1	0	0	1	0	2	2	0	2	1	3	4	8	9	17
12:00 PM	0	0	3	2	0	1	2	0	4	3	3	6	8	8	16
12:15 PM	1	0	1	1	0	0	2	0	1	2	1	3	5	9	14
12:30 PM	2	0	0	1	0	1	3	0	1	2	2	4	4	9	13
12:45 PM	1	0	0	1	0	1	2	0	1	1	2	3	8	8	16
1:00 PM	0	0	0	4	0	0	4	0	0	0	4	4	9	11	20
1:15 PM	1	0	0	1	0	0	2	0	0	1	1	2	13	12	25
1:30 PM	5	0	1	1	0	0	6	0	1	6	1	7	16	13	29
1:45 PM	0	1	1	4	0	1	4	1	2	2	5	7	14	14	28
2:00 PM	1	0	3	3	1	1	4	1	4	4	5	9	12	13	25
2:15 PM	2	0	2	0	0	2	2	0	4	4	2	6	9	13	22
2:30 PM	1	0	3	1	0	1	2	0	4	4	2	6	10	15	25
2:45 PM	0	0	0	3	0	1	3	0	1	0	4	4	12	15	27
3:00 PM	1	0	0	5	0	0	6	0	0	1	5	6	16	13	29
3:15 PM	3	2	0	4	0	0	7	2	0	5	4	9	20	14	34
3:30 PM	3	2	1	1	1	0	4	3	1	6	2	8	18	15	33
3:45 PM	0	2	2	1	0	1	1	2	3	4	2	6	14	16	30
4:00 PM	1	1	3	4	1	1	5	2	4	5	6	11	10	22	32
4:15 PM	3	0	0	1	3	1	4	3	1	3	5	8	7	19	26
4:30 PM	0	0	2	2	1	0	2	1	2	2	3	5	5	17	22
4:45 PM	0	0	0	6	0	2	6	0	2	0	8	8	4	19	23
5:00 PM	0	1	1	3	0	0	3	1	1	2	3	5	5	13	18
5:15 PM	1	0	0	3	0	0	4	0	0	1	3	4	6	14	20
5:30 PM	1	0	0	4	0	1	5	0	1	1	5	6	5	12	17
5:45 PM	1	0	0	2	0	0	3	0	0	1	2	3	5	7	12
6:00 PM	3	0	0	4	0	0	7	0	0	3	4	7	4	8	12
6:15 PM	0	0	0	1	0	0	1	0	0	0	1	1	3	4	7
6:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	4	4	8
6:45 PM	0	0	0	2	0	1	2	0	1	0	3	3	3	4	7
7:00 PM	0	1	1	0	0	0	0	1	1	2	0	2	3	1	4
7:15 PM	0	0	1	0	0	1	0	0	2	1	1	2	2	1	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
8:00 PM	0	0	1	0	0	0	0	0	1	1	0	1	2	3	5
8:15 PM	0	0	1	0	0	0	0	0	1	1	0	1	2	3	5
8:30 PM	0	0	0	1	0	1	1	0	1	0	2	2	1	4	5
8:45 PM	0	0	0	1	0	0	1	0	0	0	1	1	4	5	9
9:00 PM	0	0	1	0	0	0	0	0	1	1	0	1	4	8	12
9:15 PM	0	0	0	0	0	1	0	0	1	0	1	1	3	8	11
9:30 PM	1	2	0	3	0	0	4	2	0	3	3	6	3	8	11
9:45 PM	0	0	0	2	2	0	2	2	0	0	4	4	1	5	6
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
10:15 PM	0	0	0	0	0	1	0	0	1	0	1	1	2	2	4
10:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	2	2	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
11:00 PM	0	0	1	0	0	1	0	0	2	1	1	2	1	2	3
11:15 PM	0	0	0	1	0	0	1	0	0	0	1	1			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 5

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:45 AM	0	0	1	0	0	1	0	0	2	1	1	2	1	1	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
5:00 AM	2	0	0	0	0	0	2	0	0	2	0	2	6	1	7
5:15 AM	0	0	1	0	0	1	0	0	2	1	1	2	5	1	6
5:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	4	0	4
5:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	0	5
6:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	4	0	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6
6:30 AM	1	0	1	0	0	0	1	0	1	2	0	2	8	3	11
6:45 AM	1	0	0	0	0	0	1	0	0	1	0	1	9	5	14
7:00 AM	2	0	0	0	0	1	2	0	1	2	1	3	14	6	20
7:15 AM	3	0	0	2	0	0	5	0	0	3	2	5	16	6	22
7:30 AM	3	0	0	2	0	0	5	0	0	3	2	5	15	4	19
7:45 AM	6	0	0	1	0	0	7	0	0	6	1	7	12	2	14
8:00 AM	4	0	0	1	0	0	5	0	0	4	1	5	8	1	9
8:15 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
8:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	2	7
9:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	4	3	7
9:15 AM	1	0	0	1	0	0	2	0	0	1	1	2	3	3	6
9:30 AM	1	0	0	1	0	0	2	0	0	1	1	2	2	3	5
9:45 AM	1	0	0	1	0	0	2	0	0	1	1	2	4	4	8
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
10:15 AM	0	0	0	1	0	0	1	0	0	0	1	1	4	5	9
10:30 AM	1	0	2	2	0	0	3	0	2	3	2	5	6	6	12
10:45 AM	0	1	0	0	1	0	0	2	0	1	1	2	5	5	10
11:00 AM	0	0	0	0	0	1	0	0	1	0	1	1	6	5	11
11:15 AM	0	0	2	0	0	2	0	0	4	2	2	4	6	8	14
11:30 AM	1	0	1	0	0	1	1	0	2	2	1	3	4	7	11
11:45 AM	2	0	0	1	0	0	3	0	0	2	1	3	5	7	12
12:00 PM	0	0	0	3	0	1	3	0	1	0	4	4	4	8	12
12:15 PM	0	0	0	1	0	0	1	0	0	0	1	1	8	6	14
12:30 PM	2	1	0	1	0	0	3	1	0	3	1	4	11	8	19
12:45 PM	0	1	0	1	1	0	1	2	0	1	2	3	11	9	20
1:00 PM	1	1	2	1	1	0	2	2	2	4	2	6	10	9	19
1:15 PM	2	1	0	2	1	0	4	2	0	3	3	6	6	8	14
1:30 PM	3	0	0	0	1	1	3	1	1	3	2	5	3	7	10
1:45 PM	0	0	0	2	0	0	2	0	0	0	2	2	0	8	8
2:00 PM	0	0	0	1	0	0	1	0	0	0	1	1	2	8	10
2:15 PM	0	0	0	2	0	0	2	0	0	0	2	2	2	11	13
2:30 PM	0	0	0	3	0	0	3	0	0	0	3	3	4	12	16
2:45 PM	1	0	1	1	0	1	2	0	2	2	2	4	4	13	17
3:00 PM	0	0	0	4	0	0	4	0	0	0	4	4	2	11	13
3:15 PM	1	1	0	1	1	1	2	2	1	2	3	5	3	12	15
3:30 PM	0	0	0	4	0	0	4	0	0	0	4	4	1	13	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	9	12
4:00 PM	0	0	1	5	0	0	5	0	1	1	5	6	3	11	14
4:15 PM	0	0	0	3	0	1	3	0	1	0	4	4	2	6	8
4:30 PM	0	0	2	0	0	0	0	0	2	2	0	2	3	2	5
4:45 PM	0	0	0	0	0	2	0	0	2	0	2	2	1	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
5:30 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
6:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
6:45 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 6

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	2	0	0	3	0	0	5	0	0	2	3	5	8	35	43
12:15 AM	2	0	0	0	0	1	2	0	1	2	1	3	7	34	41
12:30 AM	2	0	0	26	0	0	28	0	0	2	26	28	7	35	42
12:45 AM	2	0	0	4	0	1	6	0	1	2	5	7	8	10	18
1:00 AM	1	0	0	2	0	0	3	0	0	1	2	3	8	6	14
1:15 AM	1	1	0	2	0	0	3	1	0	2	2	4	9	11	20
1:30 AM	0	0	3	0	0	1	0	0	4	3	1	4	12	13	25
1:45 AM	2	0	0	1	0	0	3	0	0	2	1	3	12	13	25
2:00 AM	2	0	0	6	0	1	8	0	1	2	7	9	19	15	34
2:15 AM	5	0	0	4	0	0	9	0	0	5	4	9	24	10	34
2:30 AM	3	0	0	1	0	0	4	0	0	3	1	4	24	14	38
2:45 AM	9	0	0	1	0	2	10	0	2	9	3	12	29	24	53
3:00 AM	7	0	0	1	0	1	8	0	1	7	2	9	32	28	60
3:15 AM	4	0	1	7	1	0	11	1	1	5	8	13	34	34	68
3:30 AM	8	0	0	8	0	3	16	0	3	8	11	19	33	40	73
3:45 AM	11	0	1	5	0	2	16	0	3	12	7	19	37	33	70
4:00 AM	8	0	1	6	0	2	14	0	3	9	8	17	41	34	75
4:15 AM	4	0	0	9	0	5	13	0	5	4	14	18	43	28	71
4:30 AM	11	0	1	3	0	1	14	0	2	12	4	16	53	17	70
4:45 AM	14	0	2	4	0	4	18	0	6	16	8	24	72	20	92
5:00 AM	9	1	1	1	0	1	10	1	2	11	2	13	105	21	126
5:15 AM	14	0	0	3	0	0	17	0	0	14	3	17	102	27	129
5:30 AM	30	1	0	5	1	1	35	2	1	31	7	38	94	33	127
5:45 AM	47	0	2	3	2	4	50	2	6	49	9	58	74	28	102
6:00 AM	8	0	0	6	0	2	14	0	2	8	8	16	50	21	71
6:15 AM	5	0	1	6	0	3	11	0	4	6	9	15	48	15	63
6:30 AM	11	0	0	2	0	0	13	0	0	11	2	13	54	9	63
6:45 AM	25	0	0	1	0	1	26	0	1	25	2	27	60	12	72
7:00 AM	6	0	0	2	0	0	8	0	0	6	2	8	63	15	78
7:15 AM	11	0	1	3	0	0	14	0	1	12	3	15	62	13	75
7:30 AM	17	0	0	5	0	0	22	0	0	17	5	22	54	12	66
7:45 AM	27	0	1	4	0	1	31	0	2	28	5	33	46	10	56
8:00 AM	3	0	2	0	0	0	3	0	2	5	0	5	22	7	29
8:15 AM	4	0	0	0	0	2	4	0	2	4	2	6	22	8	30
8:30 AM	6	1	2	2	0	1	8	1	3	9	3	12	22	9	31
8:45 AM	3	0	1	2	0	0	5	0	1	4	2	6	21	10	31
9:00 AM	3	1	1	1	0	0	4	1	1	5	1	6	25	13	38
9:15 AM	2	0	2	1	2	0	3	2	2	4	3	7	26	22	48
9:30 AM	4	0	4	3	0	1	7	0	5	8	4	12	31	23	54
9:45 AM	7	1	0	4	1	0	11	2	0	8	5	13	29	26	55
10:00 AM	3	1	2	6	2	2	9	3	4	6	10	16	32	25	57
10:15 AM	5	0	4	2	0	2	7	0	6	9	4	13	35	34	69
10:30 AM	4	0	2	4	0	3	8	0	5	6	7	13	34	40	74
10:45 AM	8	0	3	4	0	0	12	0	3	11	4	15	41	48	89
11:00 AM	6	2	1	14	1	4	20	3	5	9	19	28	39	54	93
11:15 AM	4	0	4	7	1	2	11	1	6	8	10	18	33	47	80
11:30 AM	8	0	5	13	1	1	21	1	6	13	15	28	30	41	71
11:45 AM	8	0	1	7	0	3	15	0	4	9	10	19	22	34	56
12:00 PM	2	0	1	9	0	3	11	0	4	3	12	15	20	30	50
12:15 PM	5	0	0	3	1	0	8	1	0	5	4	9	27	26	53
12:30 PM	2	1	2	7	0	1	9	1	3	5	8	13	26	27	53
12:45 PM	5	0	2	6	0	0	11	0	2	7	6	13	28	34	62
1:00 PM	5	0	5	8	0	0	13	0	5	10	8	18	25	36	61
1:15 PM	1	1	2	3	0	2	4	1	4	4	5	9	23	39	62
1:30 PM	3	1	3	13	0	2	16	1	5	7	15	22	22	49	71
1:45 PM	1	0	3	7	0	1	8	0	4	4	8	12	23	82	105
2:00 PM	3	1	4	10	0	1	13	1	5	8	11	19	29	105	134
2:15 PM	2	0	1	10	2	3	12	2	4	3	15	18	28	121	149
2:30 PM	5	1	2	47	1	0	52	2	2	8	48	56	28	120	148
2:45 PM	6	1	3	31	0	0	37	1	3	10	31	41	31	85	116
3:00 PM	4	2	1	25	0	2	29	2	3	7	27	34	38	68	106
3:15 PM	3	0	0	11	2	1	14	2	1	3	14	17	41	52	93
3:30 PM	11	0	0	13	0	0	24	0	0	11	13	24	46	48	94
3:45 PM	14	1	2	14	0	0	28	1	2	17	14	31	41	46	87
4:00 PM	8	0	2	8	1	2	16	1	4	10	11	21	29	46	75
4:15 PM	6	1	1	8	0	2	14	1	3	8	10	18	28	53	81
4:30 PM	4	0	2	10	0	1	14	0	3	6	11	17	30	54	84
4:45 PM	2	0	3	9	1	4	11	1	7	5	14	19	27	59	86
5:00 PM	7	1	1	17	0	1	24	1	2	9	18	27	26	55	81
5:15 PM	7	0	3	8	0	3	15	0	6	10	11	21	21	56	77
5:30 PM	2	1	0	13	1	2	15	2	2	3	16	19	14	56	70
5:45 PM	2	0	2	9	0	1	11	0	3	4	10	14	21	47	68
6:00 PM	3	0	1	15	0	4	18	0	5	4	19	23	36	48	84
6:15 PM	3	0	0	8	0	3	11	0	3	3	11	14	36	31	67
6:30 PM	9	0	1	7	0	0	16	0	1	10	7	17	34	21	55
6:45 PM	17	0	2	10	0	1	27	0	3	19	11	30	26	16	42
7:00 PM	2	0	2	1	1	0	3	1	2	4	2	6	12	8	20
7:15 PM	1	0	0	0	0	1	1	0	1	1	1	2	11	7	18
7:30 PM	2	0	0	2	0	0	4	0	0	2	2	4	11	6	17
7:45 PM	5	0	0	2	0	1	7	0	1	5	3	8	10	4	14
8:00 PM	3	0	0	1	0	0	4	0	0	3	1	4	7	2	9
8:15 PM	1	0	0	0	0	0	1	0	0	1	0	1	7	3	10
8:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	7	5	12
8:45 PM	2	0	0	1	0	0	3	0	0	2	1	3	7	5	12
9:00 PM	3	0	0	2	0	0	5	0	0	3	2	5	6	4	10
9:15 PM	0	0	1	2	0	0	2	0	1	1	2	3	3	3	6
9:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	2	2	4
9:45 PM	1	0	0	0	0	0	1	0	0	1	0	1	1	2	3
10:00 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	5	5
10:15 PM	0	0	0	1	0	0	1	0	0	0	1	1	1	5	6
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
10:45 PM	0	0	0	2	0	1	2	0	1	0	3	3	5	4	9
11:00 PM	1	0	0	1	0	0	2	0	0	1	1	2	6	2	8
11:15 PM	2	0	1	0	0	0	2	0	1	3	0	3			
11:30 PM	0	1	0	0	0	0	0	1	0	1	0	1			
11:45 PM	1	0	0	0	0	1	1	0	1	1	1	2			

Site 7

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	1	0	0	3	0	0	4	0	0	1	3	4	1	5	6
12:15 AM	0	0	0	2	0	0	2	0	0	0	2	2	0	2	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:30 AM	0	0	0	1	0	0	1	0	0	0	1	1	1	1	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
2:15 AM	1	0	0	0	0	0	1	0	0	1	0	1	1	1	2
2:30 AM	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
3:45 AM	0	0	0	1	0	0	1	0	0	0	1	1	2	22	24
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	23	26
4:15 AM	2	0	0	0	0	0	2	0	0	2	0	2	5	23	28
4:30 AM	0	0	0	21	0	0	21	0	0	0	21	21	11	26	37
4:45 AM	1	0	0	2	0	0	3	0	0	1	2	3	42	8	50
5:00 AM	2	0	0	0	0	0	2	0	0	2	0	2	112	12	124
5:15 AM	8	0	0	3	0	0	11	0	0	8	3	11	121	18	139
5:30 AM	31	0	0	3	0	0	34	0	0	31	3	34	120	18	138
5:45 AM	70	1	0	6	0	0	76	1	0	71	6	77	94	19	113
6:00 AM	10	1	0	6	0	0	16	1	0	11	6	17	34	19	53
6:15 AM	7	0	0	3	0	0	10	0	0	7	3	10	24	13	37
6:30 AM	4	0	1	2	2	0	6	2	1	5	4	9	23	12	35
6:45 AM	9	0	2	4	2	0	13	2	2	11	6	17	29	9	38
7:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	32	4	36
7:15 AM	6	0	0	2	0	0	8	0	0	6	2	8	35	7	42
7:30 AM	9	0	2	0	0	1	9	0	3	11	1	12	31	7	38
7:45 AM	13	0	1	0	0	1	13	0	2	14	1	15	23	8	31
8:00 AM	4	0	0	3	0	0	7	0	0	4	3	7	12	11	23
8:15 AM	2	0	0	0	1	1	2	1	1	2	2	4	12	11	23
8:30 AM	3	0	0	1	0	1	4	0	1	3	2	5	12	13	25
8:45 AM	1	1	1	3	0	1	4	1	2	3	4	7	19	16	35
9:00 AM	2	0	2	2	0	1	4	0	3	4	3	7	19	18	37
9:15 AM	1	0	1	4	0	0	5	0	1	2	4	6	20	20	40
9:30 AM	3	1	6	5	0	0	8	1	6	10	5	15	20	20	40
9:45 AM	2	1	0	0	1	5	2	2	5	3	6	9	10	16	26
10:00 AM	2	1	2	4	1	0	6	2	2	5	5	10	9	17	26
10:15 AM	2	0	0	2	0	2	4	0	2	2	4	6	8	16	24
10:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	10	12	22
10:45 AM	2	0	0	3	0	4	5	0	4	2	7	9	13	18	31
11:00 AM	2	0	2	3	0	1	5	0	3	4	4	8	14	14	28
11:15 AM	2	1	1	0	0	0	2	1	1	4	0	4	12	18	30
11:30 AM	2	1	0	2	1	4	4	2	4	3	7	10	16	23	39
11:45 AM	2	1	0	2	1	0	4	2	0	3	3	6	14	18	32
12:00 PM	1	0	1	8	0	0	9	0	1	2	8	10	14	18	32
12:15 PM	6	2	0	2	2	1	8	4	1	8	5	13	13	14	27
12:30 PM	0	0	1	1	1	0	1	1	1	1	2	3	9	11	20
12:45 PM	2	1	0	3	0	0	5	1	0	3	3	6	10	14	24
1:00 PM	0	0	1	3	0	1	3	0	2	1	4	5	9	11	20
1:15 PM	3	1	0	0	1	1	3	2	1	4	2	6	11	11	22
1:30 PM	1	0	1	2	1	2	3	1	3	2	5	7	9	16	25
1:45 PM	1	0	1	0	0	0	1	0	1	2	0	2	9	43	52
2:00 PM	2	0	1	4	0	0	6	0	1	3	4	7	8	49	57
2:15 PM	2	0	0	6	0	1	8	0	1	2	7	9	6	48	54
2:30 PM	1	0	1	31	0	1	32	0	2	2	32	34	11	44	55
2:45 PM	1	0	0	5	0	1	6	0	1	1	6	7	14	24	38
3:00 PM	1	0	0	3	0	0	4	0	0	1	3	4	14	21	35
3:15 PM	5	1	1	3	0	0	8	1	1	7	3	10	19	25	44
3:30 PM	4	1	0	11	1	0	15	2	0	5	12	17	20	27	47
3:45 PM	0	0	1	3	0	0	3	0	1	1	3	4	19	74	93
4:00 PM	4	2	0	5	1	1	9	3	1	6	7	13	24	94	118
4:15 PM	8	0	0	5	0	0	13	0	0	8	5	13	19	98	117
4:30 PM	4	0	0	59	0	0	63	0	0	4	59	63	15	98	113
4:45 PM	4	1	1	23	0	0	27	1	1	6	23	29	20	42	62
5:00 PM	1	0	0	9	0	2	10	0	2	1	11	12	30	26	56
5:15 PM	4	0	0	5	0	0	9	0	0	4	5	9	32	17	49
5:30 PM	9	0	0	3	0	0	12	0	0	9	3	12	30	12	42
5:45 PM	16	0	0	7	0	0	23	0	0	16	7	23	22	10	32
6:00 PM	3	0	0	2	0	0	5	0	0	3	2	5	7	3	10
6:15 PM	2	0	0	0	0	0	2	0	0	2	0	2	4	3	7
6:30 PM	1	0	0	1	0	0	2	0	0	1	1	2	2	3	5
6:45 PM	1	0	0	0	0	0	1	0	0	1	0	1	2	3	5
7:00 PM	0	0	0	2	0	0	2	0	0	0	2	2	1	4	5
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8
7:30 PM	1	0	0	0	0	1	1	0	1	1	1	2	5	6	11
7:45 PM	0	0	0	1	0	0	1	0	0	0	1	1	5	6	11
8:00 PM	2	0	0	3	0	0	5	0	0	2	3	5	5	5	10
8:15 PM	2	0	0	1	0	0	3	0	0	2	1	3	3	2	5
8:30 PM	1	0	0	1	0	0	2	0	0	1	1	2	1	2	3
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
11:00 PM	1	0	1	0	0	0	1	0	1	2	0	2	4	1	5
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
11:30 PM	1	0	0	1	0	0	2	0	0	1	1	2	2	1	3
11:45 PM	1	0	0	0	0	0	1	0	0	1	0	1	1	0	1

Site 8

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	2	2	3	10	1	8	12	3	11	7	19	26	29	61	90
12:15 AM	1	0	7	5	0	10	6	0	17	8	15	23	31	57	88
12:30 AM	2	1	2	6	2	10	8	3	12	5	18	23	30	56	86
12:45 AM	2	0	7	6	1	2	8	1	9	9	9	18	30	49	79
1:00 AM	0	4	5	6	0	9	6	4	14	9	15	24	27	48	75
1:15 AM	3	2	2	8	1	5	11	3	7	7	14	21	39	52	91
1:30 AM	1	3	1	7	1	3	8	4	4	5	11	16	40	66	106
1:45 AM	2	0	4	8	0	0	10	0	4	6	8	14	49	98	147
2:00 AM	7	6	8	14	1	4	21	7	12	21	19	40	56	116	172
2:15 AM	4	1	3	19	2	7	23	3	10	8	28	36	44	121	165
2:30 AM	7	3	4	33	1	9	40	4	13	14	43	57	47	124	171
2:45 AM	7	2	4	23	0	3	30	2	7	13	26	39	48	114	162
3:00 AM	5	1	3	19	1	4	24	2	7	9	24	33	54	111	165
3:15 AM	8	1	2	22	2	7	30	3	9	11	31	42	67	121	188
3:30 AM	9	2	4	21	1	11	30	3	15	15	33	48	83	110	193
3:45 AM	14	1	4	16	1	6	30	2	10	19	23	42	135	121	256
4:00 AM	18	2	2	24	0	10	42	2	12	22	34	56	222	139	361
4:15 AM	24	0	3	10	0	10	34	0	13	27	20	47	248	166	414
4:30 AM	63	1	3	35	2	7	98	3	10	67	44	111	230	165	395
4:45 AM	101	0	5	33	1	7	134	1	12	106	41	147	175	140	315
5:00 AM	43	1	4	56	0	5	99	1	9	48	61	109	100	112	212
5:15 AM	9	0	0	17	0	2	26	0	2	9	19	28	87	62	149
5:30 AM	10	0	2	15	2	2	25	2	4	12	19	31	120	53	173
5:45 AM	20	1	10	9	2	2	29	3	12	31	13	44	160	51	211
6:00 AM	27	2	6	10	1	0	37	3	6	35	11	46	220	52	272
6:15 AM	34	1	7	5	2	3	39	3	10	42	10	52	252	74	326
6:30 AM	45	1	6	11	2	4	56	3	10	52	17	69	265	78	343
6:45 AM	87	0	4	9	1	4	96	1	8	91	14	105	252	74	326
7:00 AM	57	3	7	26	2	5	83	5	12	67	33	100	187	79	266
7:15 AM	46	3	6	10	1	3	56	4	9	55	14	69	150	62	212
7:30 AM	28	5	6	9	2	2	37	7	8	39	13	52	123	63	186
7:45 AM	18	3	5	8	4	7	26	7	12	26	19	45	131	62	193
8:00 AM	22	3	5	15	0	1	37	3	6	30	16	46	159	66	225
8:15 AM	22	2	4	14	0	1	36	2	5	28	15	43	156	73	229
8:30 AM	36	3	8	8	1	3	44	4	11	47	12	59	150	131	281
8:45 AM	45	4	5	19	2	2	64	6	7	54	23	77	129	179	308
9:00 AM	17	3	7	17	3	3	34	6	10	27	23	50	107	174	281
9:15 AM	14	3	5	34	33	6	48	36	11	22	73	95	114	184	298
9:30 AM	12	7	7	32	25	3	44	32	10	26	60	86	111	131	242
9:45 AM	23	4	5	12	2	4	35	6	9	32	18	50	121	85	206
10:00 AM	23	3	8	23	5	5	46	8	13	34	33	67	117	87	204
10:15 AM	12	3	4	10	3	7	22	6	11	19	20	39	108	82	190
10:30 AM	23	2	11	9	1	4	32	3	15	36	14	50	122	81	203
10:45 AM	15	3	10	7	7	6	22	10	16	28	20	48	137	94	231
11:00 AM	13	5	7	14	2	12	27	7	19	25	28	53	174	101	275
11:15 AM	26	2	5	12	2	5	38	4	10	33	19	52	219	117	336
11:30 AM	43	1	7	13	7	7	56	8	14	51	27	78	227	137	364
11:45 AM	55	4	6	23	2	2	78	6	8	65	27	92	268	149	417
12:00 PM	63	4	3	32	1	11	95	5	14	70	44	114	297	146	443
12:15 PM	35	1	5	27	1	11	62	2	16	41	39	80	253	128	381
12:30 PM	83	5	4	27	5	7	110	10	11	92	39	131	234	108	342
12:45 PM	85	4	5	17	2	5	102	6	10	94	24	118	167	85	252
1:00 PM	18	2	6	18	3	5	36	5	11	26	26	52	100	90	190
1:15 PM	15	2	5	12	2	5	27	4	10	22	19	41	86	93	179
1:30 PM	12	2	11	9	1	6	21	3	17	25	16	41	78	96	174
1:45 PM	15	4	8	17	3	9	32	7	17	27	29	56	80	100	180
2:00 PM	9	2	1	20	3	6	29	5	7	12	29	41	84	114	198
2:15 PM	14	0	0	10	2	10	24	2	10	14	22	36	95	158	253
2:30 PM	18	1	8	15	1	4	33	2	12	27	20	47	116	185	301
2:45 PM	21	4	6	35	2	6	56	6	12	31	43	74	119	290	409
3:00 PM	15	2	6	59	8	6	74	10	12	23	73	96	130	290	420
3:15 PM	29	1	5	35	2	12	64	3	17	35	49	84	151	273	424
3:30 PM	16	7	7	118	3	4	134	10	11	30	125	155	199	277	476
3:45 PM	31	7	4	34	5	4	65	12	8	42	43	85	236	236	472
4:00 PM	30	1	13	46	3	7	76	4	20	44	56	100	230	264	494
4:15 PM	70	4	9	49	1	3	119	5	12	83	53	136	217	270	487
4:30 PM	56	6	5	74	5	5	130	11	10	67	84	151	162	276	438
4:45 PM	28	2	6	62	2	7	90	4	13	36	71	107	131	280	411
5:00 PM	20	4	7	53	3	6	73	7	13	31	62	93	143	257	400
5:15 PM	16	1	11	46	3	10	62	4	21	28	59	87	151	263	414
5:30 PM	30	1	5	77	3	8	107	4	13	36	88	124	160	235	395
5:45 PM	37	4	7	35	4	9	72	8	16	48	48	96	153	170	323
6:00 PM	27	6	6	64	2	2	91	8	8	39	68	107	128	155	283
6:15 PM	24	6	7	20	2	9	44	8	16	37	31	68	117	123	240
6:30 PM	13	11	5	13	4	6	26	15	11	29	23	52	103	126	229
6:45 PM	11	4	8	27	3	3	38	7	11	23	33	56	96	129	225
7:00 PM	11	11	6	24	3	9	35	14	15	28	36	64	92	124	216
7:15 PM	11	9	3	28	4	2	39	13	5	23	34	57	78	116	194
7:30 PM	16	4	2	20	2	4	36	6	6	22	26	48	87	114	201
7:45 PM	12	4	3	17	4	7	29	8	10	19	28	47	100	134	234
8:00 PM	10	1	3	22	0	6	32	1	9	14	28	42	103	149	252
8:15 PM	22	5	5	22	2	8	44	7	13	32	32	64	113	153	266
8:30 PM	30	4	1	35	3	8	65	7	9	35	46	81	103	162	265
8:45 PM	17	2	3	39	1	3	56	3	6	22	43	65	93	158	251
9:00 PM	16	3	5	28	0	4	44	3	9	24	32	56	89	136	225
9:15 PM	17	2	3	29	1	11	46	3	14	22	41	63	85	137	222
9:30 PM	19	3	3	27	4	11	46	7	14	25	42	67	87	119	206
9:45 PM	10	3	5	12	1	8	22	4	13	18	21	39	98	96	194
10:00 PM	15	0	5	28	2	3	43	2	8	20	33	53	132	91	223
10:15 PM	16	1	7	13	2	8	29	3	15	24	23	47	160	94	254
10:30 PM	25	3	8	14	2	3	39	5	11	36	19	55	167	93	260
10:45 PM	47	1	4	10	1	5	57	2	9	52	16	68	164	192	356
11:00 PM	40	1	7	28	3	5	68	4	12	48	36	84	142	223	365
11:15 PM	22	2	7	19	0	3	41	2	10	31	22	53			
11:30 PM	19	3	11	112	1	5	131	4	16	33	118	151			
11:45 PM	16	4	10	40	3	4	56	7	14	30	47	77			

Site 9

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	6	0	5	1	1	2	7	1	7	11	4	15	19	17	36
12:15 AM	1	0	0	2	0	4	3	0	4	1	6	7	10	19	29
12:30 AM	1	0	2	1	2	1	2	2	3	3	4	7	13	15	28
12:45 AM	1	0	3	2	0	1	3	0	4	4	3	7	15	17	32
1:00 AM	0	0	2	0	0	6	0	0	8	2	6	8	16	19	35
1:15 AM	1	0	3	0	1	1	1	1	4	4	2	6	16	14	30
1:30 AM	0	0	5	1	1	4	1	1	9	5	6	11	15	18	33
1:45 AM	0	0	5	1	1	3	1	1	8	5	5	10	10	16	26
2:00 AM	0	1	1	0	0	1	0	1	2	2	1	3	7	16	23
2:15 AM	0	1	2	1	2	3	1	3	5	3	6	9	8	15	23
2:30 AM	0	0	0	1	1	2	1	1	2	0	4	4	7	10	17
2:45 AM	0	1	1	0	0	5	0	1	6	2	5	7	10	8	18
3:00 AM	3	0	0	0	0	0	3	0	0	3	0	3	9	12	21
3:15 AM	0	1	1	0	0	1	0	1	2	2	1	3	11	16	27
3:30 AM	0	1	2	1	1	0	1	2	2	3	2	5	10	20	30
3:45 AM	1	0	0	4	1	4	5	1	4	1	9	10	9	28	37
4:00 AM	1	2	2	1	1	2	2	3	4	5	4	9	13	31	44
4:15 AM	0	0	1	5	0	0	5	0	1	1	5	6	8	30	38
4:30 AM	0	0	2	6	2	2	6	2	4	2	10	12	11	33	44
4:45 AM	1	1	3	9	2	1	10	3	4	5	12	17	16	36	52
5:00 AM	0	0	0	2	0	1	2	0	1	0	3	3	32	46	78
5:15 AM	2	1	1	6	0	2	8	1	3	4	8	12	43	52	95
5:30 AM	5	1	1	10	1	2	15	2	3	7	13	20	46	47	93
5:45 AM	20	0	1	21	0	1	41	0	2	21	22	43	41	36	77
6:00 AM	7	2	2	6	1	2	13	3	4	11	9	20	25	19	44
6:15 AM	3	2	2	2	0	1	5	2	3	7	3	10	17	19	36
6:30 AM	0	0	2	1	0	1	1	0	3	2	2	4	18	21	39
6:45 AM	2	2	1	2	2	1	4	4	2	5	5	10	20	22	42
7:00 AM	2	0	1	3	1	5	5	1	6	3	9	12	20	39	59
7:15 AM	2	1	5	3	0	2	5	1	7	8	5	13	26	36	62
7:30 AM	2	0	2	1	1	1	3	1	3	4	3	7	25	45	70
7:45 AM	0	0	5	16	1	5	16	1	10	5	22	27	28	47	75
8:00 AM	3	3	3	3	1	2	6	4	5	9	6	15	33	36	69
8:15 AM	1	0	6	2	3	9	3	3	15	7	14	21	32	38	70
8:30 AM	0	1	6	2	1	2	2	2	8	7	5	12	39	37	76
8:45 AM	3	1	6	3	3	5	6	4	11	10	11	21	41	39	80
9:00 AM	1	0	7	2	2	4	3	2	11	8	8	16	39	40	79
9:15 AM	1	4	9	2	6	5	3	10	14	14	13	27	38	39	77
9:30 AM	2	2	5	1	2	4	3	4	9	9	7	16	34	33	67
9:45 AM	3	0	5	4	2	6	7	2	11	8	12	20	38	34	72
10:00 AM	1	0	6	2	2	3	3	2	9	7	7	14	46	33	79
10:15 AM	4	0	6	1	0	6	5	0	12	10	7	17	49	39	88
10:30 AM	0	4	9	3	2	3	3	6	12	13	8	21	48	39	87
10:45 AM	5	4	7	3	4	4	8	8	11	16	11	27	42	37	79
11:00 AM	2	1	7	3	3	7	5	4	14	10	13	23	39	36	75
11:15 AM	3	0	6	3	1	3	6	1	9	9	7	16	45	37	82
11:30 AM	3	1	3	3	1	2	6	2	5	7	6	13	46	43	89
11:45 AM	3	1	9	4	3	3	7	4	12	13	10	23	52	51	103
12:00 PM	6	0	10	6	1	7	12	1	17	16	14	30	51	51	102
12:15 PM	5	0	5	6	1	6	11	1	11	10	13	23	43	54	97
12:30 PM	5	1	7	5	4	5	10	5	12	13	14	27	40	58	98
12:45 PM	5	1	6	4	2	4	9	3	10	12	10	22	41	60	101
1:00 PM	1	3	4	11	4	2	12	7	6	8	17	25	58	69	127
1:15 PM	4	0	3	10	1	6	14	1	9	7	17	24	79	63	142
1:30 PM	6	1	7	8	1	7	14	2	14	14	16	30	89	57	146
1:45 PM	17	2	10	12	4	3	29	6	13	29	19	48	84	48	132
2:00 PM	20	3	6	2	5	4	22	8	10	29	11	40	64	36	100
2:15 PM	6	4	7	3	3	5	9	7	12	17	11	28	46	31	77
2:30 PM	7	1	1	1	1	5	8	2	6	9	7	16	37	33	70
2:45 PM	4	2	3	1	5	1	5	7	4	9	7	16	43	36	79
3:00 PM	3	4	4	3	1	2	6	5	6	11	6	17	45	35	80
3:15 PM	3	1	4	2	1	10	5	2	14	8	13	21	47	45	92
3:30 PM	7	3	5	2	2	6	9	5	11	15	10	25	44	36	80
3:45 PM	5	2	4	0	1	5	5	3	9	11	6	17	52	33	85
4:00 PM	5	4	4	7	2	7	12	6	11	13	16	29	56	40	96
4:15 PM	1	1	3	0	2	2	1	3	5	5	4	9	49	29	78
4:30 PM	14	2	7	0	0	7	14	2	14	23	7	30	48	29	77
4:45 PM	9	2	4	2	3	8	11	5	12	15	13	28	28	25	53
5:00 PM	2	0	4	0	4	1	2	4	5	6	5	11	15	14	29
5:15 PM	1	0	3	0	3	1	1	3	4	4	4	8	20	15	35
5:30 PM	0	0	3	2	0	1	2	0	4	3	3	6	23	20	43
5:45 PM	1	1	0	1	0	1	2	1	1	2	2	4	33	22	55
6:00 PM	5	2	4	0	4	2	5	6	6	11	6	17	35	28	63
6:15 PM	4	1	2	6	0	3	10	1	5	7	9	16	27	27	54
6:30 PM	5	2	6	2	2	1	7	4	7	13	5	18	22	21	43
6:45 PM	0	0	4	2	1	5	2	1	9	4	8	12	10	20	30
7:00 PM	1	0	2	1	2	2	2	2	4	3	5	8	9	17	26
7:15 PM	1	1	0	0	0	3	1	1	3	2	3	5	11	15	26
7:30 PM	1	0	0	2	1	1	3	1	1	1	4	5	10	15	25
7:45 PM	0	0	3	2	1	2	2	1	5	3	5	8	14	14	28
8:00 PM	0	1	4	1	2	0	1	3	4	5	3	8	14	13	27
8:15 PM	0	0	1	0	1	2	0	1	3	1	3	4	15	17	32
8:30 PM	1	0	4	2	0	1	3	0	5	5	3	8	16	19	35
8:45 PM	1	0	2	3	0	1	4	0	3	3	4	7	15	33	48
9:00 PM	3	1	2	6	0	1	9	1	3	6	7	13	29	45	74
9:15 PM	1	0	1	1	0	4	2	0	5	2	5	7	44	43	87
9:30 PM	0	0	4	13	1	3	13	1	7	4	17	21	45	39	84
9:45 PM	14	0	3	10	0	6	24	0	9	17	16	33	43	22	65
10:00 PM	20	0	1	4	0	1	24	0	2	21	5	26	30	8	38
10:15 PM	3	0	0	0	0	1	3	0	1	3	1	4	11	4	15
10:30 PM	1	0	1	0	0	0	1	0	1	2	0	2	12	5	17
10:45 PM	1	0	3	0	0	2	1	0	5	4	2	6	10	6	16
11:00 PM	1	0	1	0	1	0	1	1	1	2	1	3	9	7	16
11:15 PM	2	0	2	0	0	2	2	0	4	4	2	6			
11:30 PM	0	0	0	0	1	0	0	1	0	0	1	1			
11:45 PM	1	0	2	1	0	2	2	0	4	3	3	6			

Site 10

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:30 AM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10
5:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	20	0	20
5:45 AM	8	0	0	0	0	0	8	0	0	8	0	8	46	0	46
6:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	57	1	58
6:15 AM	10	0	0	0	0	0	10	0	0	10	0	10	65	2	67
6:30 AM	27	0	0	0	0	0	27	0	0	27	0	27	56	2	58
6:45 AM	19	0	0	1	0	0	20	0	0	19	1	20	32	3	35
7:00 AM	9	0	0	1	0	0	10	0	0	9	1	10	13	2	15
7:15 AM	1	0	0	0	0	0	1	0	0	1	0	1	5	1	6
7:30 AM	2	0	1	1	0	0	3	0	1	3	1	4	5	3	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
8:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	6	4	10
8:15 AM	1	0	0	2	0	0	3	0	0	1	2	3	7	4	11
8:30 AM	1	0	0	0	0	1	1	0	1	1	1	2	9	3	12
8:45 AM	3	0	0	1	0	0	4	0	0	3	1	4	9	4	13
9:00 AM	1	0	1	0	0	0	1	0	1	2	0	2	10	6	16
9:15 AM	3	0	0	0	0	1	3	0	1	3	1	4	8	6	14
9:30 AM	1	0	0	2	0	0	3	0	0	1	2	3	7	8	15
9:45 AM	2	0	2	2	0	1	4	0	3	4	3	7	6	7	13
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9
10:15 AM	1	0	1	1	1	1	2	1	2	2	3	5	6	7	13
10:30 AM	0	0	0	0	0	1	0	0	1	0	1	1	5	5	10
10:45 AM	0	1	0	1	1	0	1	2	0	1	2	3	8	6	14
11:00 AM	2	0	1	1	0	0	3	0	1	3	1	4	7	10	17
11:15 AM	1	0	0	1	0	0	2	0	0	1	1	2	8	12	20
11:30 AM	3	0	0	2	0	0	5	0	0	3	2	5	11	15	26
11:45 AM	0	0	0	4	0	2	4	0	2	0	6	6	11	14	25
12:00 PM	3	0	1	2	0	1	5	0	2	4	3	7	13	9	22
12:15 PM	3	0	1	4	0	0	7	0	1	4	4	8	11	9	20
12:30 PM	3	0	0	1	0	0	4	0	0	3	1	4	8	5	13
12:45 PM	2	0	0	1	0	0	3	0	0	2	1	3	6	5	11
1:00 PM	2	0	0	3	0	0	5	0	0	2	3	5	6	6	12
1:15 PM	0	1	0	0	0	0	0	1	0	1	0	1	7	6	13
1:30 PM	0	1	0	0	1	0	0	2	0	1	1	2	7	8	15
1:45 PM	0	1	1	1	0	1	1	1	2	2	2	4	6	9	15
2:00 PM	2	0	1	1	2	0	3	2	1	3	3	6	4	9	13
2:15 PM	0	0	1	1	0	1	1	0	2	1	2	3	3	8	11
2:30 PM	0	0	0	1	0	1	1	0	1	0	2	2	3	6	9
2:45 PM	0	0	0	2	0	0	2	0	0	0	2	2	6	40	46
3:00 PM	0	1	1	2	0	0	2	1	1	2	2	4	6	41	47
3:15 PM	0	0	1	0	0	0	0	0	1	1	0	1	5	43	48
3:30 PM	3	0	0	36	0	0	39	0	0	3	36	39	6	44	50
3:45 PM	0	0	0	2	0	1	2	0	1	0	3	3	6	16	22
4:00 PM	0	0	1	3	1	0	3	1	1	1	4	5	6	18	24
4:15 PM	1	0	1	1	0	0	2	0	1	2	1	3	5	35	40
4:30 PM	0	3	0	7	1	0	7	4	0	3	8	11	3	36	39
4:45 PM	0	0	0	3	2	0	3	2	0	0	5	5	1	31	32
5:00 PM	0	0	0	20	0	1	20	0	1	0	21	21	1	30	31
5:15 PM	0	0	0	2	0	0	2	0	0	0	2	2	2	10	12
5:30 PM	1	0	0	3	0	0	4	0	0	1	3	4	2	10	12
5:45 PM	0	0	0	2	0	2	2	0	2	0	4	4	1	7	8
6:00 PM	1	0	0	1	0	0	2	0	0	1	1	2	2	3	5
6:15 PM	0	0	0	2	0	0	2	0	0	0	2	2	1	3	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
6:45 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
7:00 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	2	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11:15 PM	0	0	1	0	0	0	0	0	1	1	0	1			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	1	0	0	1	0	1	1			

Site 11

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 AM	2	0	0	0	0	0	2	0	0	2	0	2	4	0	4
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
5:45 AM	2	0	0	0	0	0	2	0	0	2	0	2	4	0	4
6:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	3	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
6:30 AM	1	0	0	0	0	0	1	0	0	1	0	1	3	0	3
6:45 AM	1	0	0	0	0	0	1	0	0	1	0	1	2	0	2
7:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
8:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	11	2	13
8:15 AM	5	0	0	0	0	0	5	0	0	5	0	5	11	2	13
8:30 AM	3	0	0	0	0	0	3	0	0	3	0	3	8	5	13
8:45 AM	1	1	0	2	0	0	3	1	0	2	2	4	5	6	11
9:00 AM	0	0	1	0	0	0	0	0	1	1	0	1	3	4	7
9:15 AM	0	2	0	0	2	1	0	4	1	2	3	5	2	4	6
9:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	4	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	7	17
10:15 AM	0	0	4	0	0	0	0	0	4	4	0	4	11	9	20
10:30 AM	0	2	3	0	1	4	0	3	7	5	5	10	9	9	18
10:45 AM	0	1	0	0	1	1	0	2	1	1	2	3	5	7	12
11:00 AM	0	0	1	0	0	2	0	0	3	1	2	3	4	5	9
11:15 AM	0	0	2	0	0	0	0	0	2	2	0	2	4	8	12
11:30 AM	1	0	0	1	1	1	2	1	1	1	3	4	3	11	14
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	8	11
12:00 PM	0	1	0	4	0	1	4	1	1	1	5	6	5	8	13
12:15 PM	0	0	1	1	1	1	1	1	2	1	3	4	5	3	8
12:30 PM	1	0	0	0	0	0	1	0	0	1	0	1	7	0	7
12:45 PM	2	0	0	0	0	0	2	0	0	2	0	2	7	1	8
1:00 PM	1	0	0	0	0	0	1	0	0	1	0	1	5	2	7
1:15 PM	0	1	2	0	0	0	0	1	2	3	0	3	6	5	11
1:30 PM	0	0	1	0	0	1	0	0	2	1	1	2	5	6	11
1:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	4	7	11
2:00 PM	1	0	1	0	0	3	1	0	4	2	3	5	4	6	10
2:15 PM	0	0	2	0	0	1	0	0	3	2	1	3	2	3	5
2:30 PM	0	0	0	0	0	2	0	0	2	0	2	2	1	2	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
3:15 PM	0	0	1	0	0	0	0	0	1	1	0	1	2	3	5
3:30 PM	1	0	0	1	0	1	2	0	1	1	2	3	3	3	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
4:00 PM	0	0	0	1	0	0	1	0	0	0	1	1	2	3	5
4:15 PM	1	0	1	0	0	0	1	0	1	2	0	2	2	2	4
4:30 PM	0	0	0	2	0	0	2	0	0	0	2	2	1	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19
5:15 PM	0	0	1	1	0	0	1	0	1	1	1	2	2	17	19
5:30 PM	0	0	1	4	0	1	4	0	2	1	5	6	1	16	17
5:45 PM	0	0	0	9	0	2	9	0	2	0	11	11	0	11	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 12

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
12:15 AM	0	0	1	0	0	0	0	0	1	1	0	1	1	2	3
12:30 AM	0	0	0	0	0	2	0	0	2	0	2	2	1	2	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
1:15 AM	0	0	1	0	0	0	0	0	1	1	0	1	2	3	5
1:30 AM	0	0	1	0	0	1	0	0	2	1	1	2	2	3	5
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
2:00 AM	0	0	0	0	0	2	0	0	2	0	2	2	3	4	7
2:15 AM	0	0	1	0	0	0	0	0	1	1	0	1	4	2	6
2:30 AM	0	0	1	0	0	1	0	0	2	1	1	2	7	2	9
2:45 AM	0	0	1	0	0	1	0	0	2	1	1	2	8	3	11
3:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	8	4	12
3:15 AM	2	0	2	0	0	0	2	0	2	4	0	4	7	5	12
3:30 AM	0	0	2	0	0	2	0	0	4	2	2	4	6	5	11
3:45 AM	1	0	0	0	1	1	1	1	1	1	2	3	10	4	14
4:00 AM	0	0	0	0	0	1	0	0	1	0	1	1	24	4	28
4:15 AM	0	0	3	0	0	0	0	0	3	3	0	3	25	5	30
4:30 AM	5	0	1	0	0	1	5	0	2	6	1	7	24	7	31
4:45 AM	13	0	2	0	0	2	13	0	4	15	2	17	18	6	24
5:00 AM	0	0	1	0	0	2	0	0	3	1	2	3	13	6	19
5:15 AM	2	0	0	0	0	2	2	0	2	2	2	4	16	6	22
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	17	5	22
5:45 AM	6	1	3	0	0	2	6	1	5	10	2	12	34	5	39
6:00 AM	4	0	0	0	1	1	4	1	1	4	2	6	41	4	45
6:15 AM	3	0	0	0	0	1	3	0	1	3	1	4	42	4	46
6:30 AM	13	0	4	0	0	0	13	0	4	17	0	17	44	7	51
6:45 AM	17	0	0	0	0	1	17	0	1	17	1	18	35	13	48
7:00 AM	3	1	1	2	0	0	5	1	1	5	2	7	25	16	41
7:15 AM	0	0	5	1	1	2	1	1	7	5	4	9	22	17	39
7:30 AM	5	2	1	3	0	3	8	2	4	8	6	14	22	16	38
7:45 AM	6	0	1	3	0	1	9	0	2	7	4	11	22	11	33
8:00 AM	2	0	0	0	1	2	2	1	2	2	3	5	24	14	38
8:15 AM	2	0	3	0	1	2	2	1	5	5	3	8	26	16	42
8:30 AM	4	0	4	0	0	1	4	0	5	8	1	9	23	16	39
8:45 AM	6	1	2	2	2	3	8	3	5	9	7	16	17	19	36
9:00 AM	2	0	2	1	1	3	3	1	5	4	5	9	16	18	34
9:15 AM	0	2	0	1	0	2	1	2	2	2	3	5	17	17	34
9:30 AM	1	0	1	1	2	1	2	2	2	2	4	6	23	16	39
9:45 AM	2	1	5	2	2	2	4	3	7	8	6	14	25	16	41
10:00 AM	1	2	2	2	2	0	3	4	2	5	4	9	21	19	40
10:15 AM	4	0	4	1	0	1	5	0	5	8	2	10	20	20	40
10:30 AM	2	0	2	1	1	2	3	1	4	4	4	8	18	21	39
10:45 AM	2	0	2	4	4	1	6	4	3	4	9	13	17	20	37
11:00 AM	0	0	4	2	2	1	2	2	5	4	5	9	15	14	29
11:15 AM	3	0	3	0	0	3	3	0	6	6	3	9	17	16	33
11:30 AM	1	0	2	0	1	2	1	1	4	3	3	6	18	17	35
11:45 AM	0	0	2	1	1	1	1	1	3	2	3	5	20	17	37
12:00 PM	3	0	3	4	1	2	7	1	5	6	7	13	24	24	48
12:15 PM	2	2	3	0	1	3	2	3	6	7	4	11	26	22	48
12:30 PM	0	0	5	3	0	0	3	0	5	5	3	8	28	26	54
12:45 PM	1	0	5	4	3	3	5	3	8	6	10	16	32	41	73
1:00 PM	4	0	4	3	1	1	7	1	5	8	5	13	31	36	67
1:15 PM	3	2	4	5	0	3	8	2	7	9	8	17	28	37	65
1:30 PM	5	0	4	11	3	4	16	3	8	9	18	27	25	36	61
1:45 PM	3	1	1	1	0	4	4	1	5	5	5	10	17	27	44
2:00 PM	2	1	2	4	2	0	6	3	2	5	6	11	16	27	43
2:15 PM	3	0	3	4	2	1	7	2	4	6	7	13	13	33	46
2:30 PM	1	0	0	6	1	2	7	1	2	1	9	10	10	30	40
2:45 PM	3	0	1	4	0	1	7	0	2	4	5	9	12	49	61
3:00 PM	0	0	2	8	1	3	8	1	5	2	12	14	10	46	56
3:15 PM	1	1	1	3	1	0	4	2	1	3	4	7	11	41	52
3:30 PM	0	0	3	25	1	2	25	1	5	3	28	31	10	40	50
3:45 PM	0	1	1	1	0	1	1	1	2	2	2	4	7	20	27
4:00 PM	0	0	3	3	0	4	3	0	7	3	7	10	5	21	26
4:15 PM	1	1	0	2	0	1	3	1	1	2	3	5	4	16	20
4:30 PM	0	0	0	5	0	3	5	0	3	0	8	8	4	15	19
4:45 PM	0	0	0	1	0	2	1	0	2	0	3	3	7	20	27
5:00 PM	0	0	2	2	0	0	2	0	2	2	2	4	8	20	28
5:15 PM	1	0	1	1	0	1	2	0	2	2	2	4	8	19	27
5:30 PM	1	0	2	11	0	2	12	0	4	3	13	16	7	21	28
5:45 PM	1	0	0	3	0	0	4	0	0	1	3	4	6	9	15
6:00 PM	0	0	2	0	0	1	0	0	3	2	1	3	7	7	14
6:15 PM	1	0	0	0	0	4	1	0	4	1	4	5	6	12	18
6:30 PM	2	0	0	1	0	0	3	0	0	2	1	3	5	11	16
6:45 PM	0	0	2	1	0	0	1	0	2	2	1	3	3	10	13
7:00 PM	0	0	1	4	0	2	4	0	3	1	6	7	1	9	10
7:15 PM	0	0	0	1	0	2	1	0	2	0	3	3	1	4	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9
8:00 PM	0	0	1	1	0	0	1	0	1	1	1	2	4	5	9
8:15 PM	1	0	0	1	0	1	2	0	1	1	2	3	5	4	9
8:30 PM	1	1	0	1	0	1	2	1	1	2	2	4	4	2	6
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
9:00 PM	0	0	2	0	0	0	0	0	2	2	0	2	4	1	5
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
9:30 PM	0	0	0	0	0	1	0	0	1	0	1	1	2	4	6
9:45 PM	0	0	2	0	0	0	0	0	2	2	0	2	2	3	5
10:00 PM	0	0	0	0	0	3	0	0	3	0	3	3	1	3	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
10:45 PM	1	0	0	0	0	0	1	0	0	1	0	1	6	2	8
11:00 PM	0	0	1	1	0	0	1	0	1	1	1	2	5	4	9
11:15 PM	0	0	2	0	0	1	0	0	3	2	1	3			
11:30 PM	0	0	2	0	0	0	0	0	2	2	0	2			
11:45 PM	0	0	0	0	0	2	0	0	2	0	2	2			

Site 13

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
5:45 AM	1	0	0	1	0	0	2	0	0	1	1	2	12	1	13
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	17	1	18
6:15 AM	2	0	0	0	0	0	2	0	0	2	0	2	29	1	30
6:30 AM	8	0	1	0	0	0	8	0	1	9	0	9	36	1	37
6:45 AM	6	0	0	0	1	0	6	1	0	6	1	7	28	2	30
7:00 AM	11	1	0	0	0	0	11	1	0	12	0	12	22	1	23
7:15 AM	9	0	0	0	0	0	9	0	0	9	0	9	11	1	12
7:30 AM	1	0	0	0	1	0	1	1	0	1	1	2	3	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
8:00 AM	0	1	0	0	0	0	0	1	0	1	0	1	3	1	4
8:15 AM	1	0	0	0	1	0	1	1	0	1	1	2	2	1	3
8:30 AM	0	0	1	0	0	0	0	0	1	1	0	1	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
9:30 AM	0	1	0	0	0	1	0	1	1	1	1	2	6	3	9
9:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	9	4	13
10:00 AM	1	0	2	0	0	0	1	0	2	3	0	3	12	5	17
10:15 AM	1	0	1	1	0	0	2	0	1	2	1	3	13	8	21
10:30 AM	2	0	2	1	0	1	3	0	3	4	2	6	12	10	22
10:45 AM	0	1	2	0	0	2	0	1	4	3	2	5	8	12	20
11:00 AM	1	0	3	2	1	0	3	1	3	4	3	7	6	12	18
11:15 AM	0	0	1	0	0	3	0	0	4	1	3	4	5	9	14
11:30 AM	0	0	0	0	0	4	0	0	4	0	4	4	6	7	13
11:45 AM	0	0	1	0	1	1	0	1	2	1	2	3	6	6	12
12:00 PM	0	0	3	0	0	0	0	0	3	3	0	3	5	6	11
12:15 PM	1	0	1	1	0	0	2	0	1	2	1	3	2	6	8
12:30 PM	0	0	0	1	0	2	1	0	2	0	3	3	0	5	5
12:45 PM	0	0	0	0	0	2	0	0	2	0	2	2	1	3	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
1:30 PM	1	0	0	1	0	0	2	0	0	1	1	2	2	2	4
1:45 PM	0	0	1	1	0	0	1	0	1	1	1	2	1	1	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	14	15
2:45 PM	0	0	1	1	0	0	1	0	1	1	1	2	1	25	26
3:00 PM	0	0	0	3	0	1	3	0	1	0	4	4	1	27	28
3:15 PM	0	0	0	8	0	1	8	0	1	0	9	9	1	25	26
3:30 PM	0	0	0	11	0	0	11	0	0	0	11	11	1	17	18
3:45 PM	0	0	1	3	0	0	3	0	1	1	3	4	1	10	11
4:00 PM	0	0	0	1	0	1	1	0	1	0	2	2	0	10	10
4:15 PM	0	0	0	1	0	0	1	0	0	0	1	1	0	8	8
4:30 PM	0	0	0	4	0	0	4	0	0	0	4	4	0	7	7
4:45 PM	0	0	0	3	0	0	3	0	0	0	3	3	1	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
5:45 PM	0	0	0	0	0	1	0	0	1	0	1	1	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:00 PM	0	0	1	0	0	0	0	0	1	1	0	1	1	1	2
8:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:30 PM	1	0	0	0	0	0	1	0	0	1	0	1	1	1	2
9:45 PM	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
10:45 PM	1	0	0	1	0	0	2	0	0	1	1	2	1	1	2
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			

Site 14

	Site Enter			Site Exit			Site Total			Site Total			Hourly Trip Generation		
Start Time	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Lights	Mediums	Trucks	Enter	Exit	Total	Enter	Exit	Total
12:00 AM	2	0	0	1	0	1	3	0	1	2	2	4	4	41	45
12:15 AM	1	0	0	0	0	1	1	0	1	1	1	2	2	39	41
12:30 AM	0	0	0	38	0	0	38	0	0	0	38	38	1	38	39
12:45 AM	0	0	1	0	0	0	0	0	1	1	0	1	1	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
2:00 AM	1	0	0	1	0	0	2	0	0	1	1	2	3	2	5
2:15 AM	0	0	0	1	0	0	1	0	0	0	1	1	3	1	4
2:30 AM	2	0	0	0	0	0	2	0	0	2	0	2	8	0	8
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	21	2	23
3:00 AM	1	0	0	0	0	0	1	0	0	1	0	1	42	5	47
3:15 AM	5	0	0	0	0	0	5	0	0	5	0	5	43	6	49
3:30 AM	15	0	0	2	0	0	17	0	0	15	2	17	40	6	46
3:45 AM	21	0	0	3	0	0	24	0	0	21	3	24	35	4	39
4:00 AM	1	0	1	1	0	0	2	0	1	2	1	3	27	1	28
4:15 AM	2	0	0	0	0	0	2	0	0	2	0	2	32	7	39
4:30 AM	10	0	0	0	0	0	10	0	0	10	0	10	34	9	43
4:45 AM	12	0	1	0	0	0	12	0	1	13	0	13	36	11	47
5:00 AM	5	1	1	7	0	0	12	1	1	7	7	14	49	16	65
5:15 AM	4	0	0	2	0	0	6	0	0	4	2	6	46	9	55
5:30 AM	12	0	0	0	1	1	12	1	1	12	2	14	43	8	51
5:45 AM	25	0	1	5	0	0	30	0	1	26	5	31	34	6	40
6:00 AM	2	0	2	0	0	0	2	0	2	4	0	4	23	3	26
6:15 AM	0	0	1	1	0	0	1	0	1	1	1	2	23	4	27
6:30 AM	2	0	1	0	0	0	2	0	1	3	0	3	28	3	31
6:45 AM	13	0	2	1	0	1	14	0	3	15	2	17	33	5	38
7:00 AM	2	2	0	1	0	0	3	2	0	4	1	5	34	3	37
7:15 AM	6	0	0	0	0	0	6	0	0	6	0	6	36	3	39
7:30 AM	7	0	1	0	0	2	7	0	3	8	2	10	37	5	42
7:45 AM	16	0	0	0	0	0	16	0	0	16	0	16	37	4	41
8:00 AM	4	0	2	0	0	1	4	0	3	6	1	7	34	7	41
8:15 AM	6	0	1	1	0	1	7	0	2	7	2	9	33	9	42
8:30 AM	7	0	1	0	0	1	7	0	2	8	1	9	34	7	41
8:45 AM	11	0	2	1	0	2	12	0	4	13	3	16	27	10	37
9:00 AM	3	0	2	3	0	0	6	0	2	5	3	8	20	15	35
9:15 AM	7	0	1	0	0	0	7	0	1	8	0	8	22	17	39
9:30 AM	1	0	0	1	0	3	2	0	3	1	4	5	19	21	40
9:45 AM	4	1	1	7	0	1	11	1	2	6	8	14	23	27	50
10:00 AM	6	0	1	1	0	4	7	0	5	7	5	12	25	25	50
10:15 AM	3	1	1	0	2	2	3	3	3	5	4	9	27	27	54
10:30 AM	5	0	0	9	0	1	14	0	1	5	10	15	23	24	47
10:45 AM	7	1	0	3	1	2	10	2	2	8	6	14	20	17	37
11:00 AM	8	0	1	6	0	1	14	0	2	9	7	16	15	16	31
11:15 AM	1	0	0	1	0	0	2	0	0	1	1	2	10	18	28
11:30 AM	1	1	0	3	0	0	4	1	0	2	3	5	25	21	46
11:45 AM	2	0	1	5	0	0	7	0	1	3	5	8	33	21	54
12:00 PM	3	0	1	9	0	0	12	0	1	4	9	13	42	16	58
12:15 PM	16	0	0	4	0	0	20	0	0	16	4	20	47	35	82
12:30 PM	9	0	1	2	1	0	11	1	1	10	3	13	39	34	73
12:45 PM	8	0	4	0	0	0	8	0	4	12	0	12	34	36	70
1:00 PM	4	2	3	27	0	1	31	2	4	9	28	37	41	41	82
1:15 PM	6	1	1	1	1	1	7	2	2	8	3	11	55	86	141
1:30 PM	5	0	0	4	0	1	9	0	1	5	5	10	61	93	154
1:45 PM	17	1	1	2	0	3	19	1	4	19	5	24	59	99	158
2:00 PM	22	0	1	72	1	0	94	1	1	23	73	96	43	97	140
2:15 PM	13	0	1	6	1	3	19	1	4	14	10	24	22	38	60
2:30 PM	2	0	1	9	1	1	11	1	2	3	11	14	15	34	49
2:45 PM	2	1	0	2	0	1	4	1	1	3	3	6	14	27	41
3:00 PM	0	0	2	11	2	1	11	2	3	2	14	16	14	28	42
3:15 PM	3	0	4	5	0	1	8	0	5	7	6	13	17	27	44
3:30 PM	0	0	2	3	0	1	3	0	3	2	4	6	11	33	44
3:45 PM	1	0	2	2	0	2	3	0	4	3	4	7	10	34	44
4:00 PM	1	0	4	10	1	2	11	1	6	5	13	18	8	38	46
4:15 PM	0	0	1	9	0	3	9	0	4	1	12	13	4	43	47
4:30 PM	0	1	0	3	0	2	3	1	2	1	5	6	11	36	47
4:45 PM	0	1	0	7	0	1	7	1	1	1	8	9	13	44	57
5:00 PM	0	0	1	15	2	1	15	2	2	1	18	19	13	41	54
5:15 PM	4	0	4	4	0	1	8	0	5	8	5	13	13	30	43
5:30 PM	2	1	0	13	0	0	15	1	0	3	13	16	7	28	35
5:45 PM	1	0	0	2	0	3	3	0	3	1	5	6	6	18	24
6:00 PM	0	1	0	6	0	1	6	1	1	1	7	8	6	14	20
6:15 PM	1	0	1	2	0	1	3	0	2	2	3	5	6	13	19
6:30 PM	1	0	1	0	1	2	1	1	3	2	3	5	11	15	26
6:45 PM	0	0	1	1	0	0	1	0	1	1	1	2	10	12	22
7:00 PM	1	0	0	6	0	0	7	0	0	1	6	7	10	12	22
7:15 PM	6	1	0	5	0	0	11	1	0	7	5	12	9	11	20
7:30 PM	1	0	0	0	0	0	1	0	0	1	0	1	4	6	10
7:45 PM	1	0	0	0	0	1	1	0	1	1	1	2	7	7	14
8:00 PM	0	0	0	5	0	0	5	0	0	0	5	5	13	8	21
8:15 PM	1	0	1	0	0	0	1	0	1	2	0	2	14	16	30
8:30 PM	4	0	0	0	0	1	4	0	1	4	1	5	13	19	32
8:45 PM	7	0	0	2	0	0	9	0	0	7	2	9	9	19	28
9:00 PM	1	0	0	13	0	0	14	0	0	1	13	14	3	17	20
9:15 PM	0	0	1	2	0	1	2	0	2	1	3	4	2	12	14
9:30 PM	0	0	0	1	0	0	1	0	0	0	1	1	2	10	12
9:45 PM	1	0	0	0	0	0	1	0	0	1	0	1	2	10	12
10:00 PM	0	0	0	8	0	0	8	0	0	0	8	8	2	11	13
10:15 PM	0	0	1	0	0	1	0	0	2	1	1	2	2	5	7
10:30 PM	0	0	0	1	0	0	1	0	0	0	1	1	1	5	6
10:45 PM	1	0	0	1	0	0	2	0	0	1	1	2	1	6	7
11:00 PM	0	0	0	2	0	0	2	0	0	0	2	2	1	5	6
11:15 PM	0	0	0	1	0	0	1	0	0	0	1	1			
11:30 PM	0	0	0	0	0	2	0	0	2	0	2	2			
11:45 PM	1	0	0	0	0	0	1	0	0	1	0	1			